The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRAGON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—AMEDEI PRINCE & Co, 36, *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIND, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*.... C. HEINEKEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELCH & Co. *Amoy*, N. MOALLE. *Foochow*, HEDDE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....$7,500,000
RESERVE FUND,.....$3,000,000
RESERVE LIABILITY OF PROPRIETORS,..... $7,500,000

COURT OF DIRECTORS.

Chairman—C. D. BOTTOMLEY, Esq.
Deputy Chairman—Hon. J. BELL IRVING.
W. H. F. DARBY, Esq. | Hon. A. P. McEWEN.
H. L. DALRYMPLE, Esq. | S. C. MICHAELSEN, Esq.
W. H. FORBES, Esq. | J. S. MOSES, Esq.
H. HOPPIUS, Esq. | Hon. F. D. SASSOON.

CHIEF MANAGER.
Hongkong,.....THOMAS JACKSON, Esq.
MANAGER.
Shanghai,.....EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank*.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 353

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250, at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 754

Intimations.

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

AN Emergency MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY EVENING, the 19th Instant, at 8.30 for 9 p.m. VISITING BRETHREN are cordially INVITED.

Hongkong, December 14, 1887. 2420

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the Third Annual General MEETING of the Company will be Held at the O MEANY'S OFFICES, No. 36, Queen's Road Central, on FRIDAY, the 23rd December, 1887, at 11 o'Clock Forenoon.

MACEWEN, FRICKEL & Co.,
General Managers.

Hongkong, December 10, 1887. 2401

Intimations.

GOVERNMENT NOTIFICATION.

TENDERS will be Received at this OFFICE up till Noon of TUESDAY, the 20th Instant, for the Sole Privilege of SLAUGHTERING CATTLE within the Colony for 12 months, commencing on the 1st January, 1888.

For further Particulars apply at this OFFICE.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Hongkong, December 12, 1887. 2426

GOVERNMENT NOTIFICATION.

TENDERS will be Received at this OFFICE until Noon of TUESDAY, the 20th Inst., for the Privilege of FARMING the DIFFERENT GROUPS of QUARRIES (separately or conjointly) which form the GOVERNMENT QUARRYING MONOPOLY, for the year 1888.

Form of Tender and further Particulars may be obtained at this OFFICE.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Hongkong, December 12, 1887. 2427

REGATTA HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business at Noon, on THURSDAY and FRIDAY, the 15th and 16th Instant.

For the 'Chartered Mercantile Bank of India, London and China,'
R. L. SYMES,
Manager, Hongkong.

For the 'Chartered Bank of India, Australia and China,'
T. H. WHITEHEAD,
Manager, Hongkong.

For the 'Hongkong and Shanghai Banking Corporation,'
T. JACKSON,
Chief Manager.

For the 'Comptoir d'Escompte de Paris,'
J. ARRANGER,
Acting Agent.

For the New 'Oriental Bank Corporation, Limited,'
E. W. RUTTER,
Manager, Hongkong.

Hongkong, December 12, 1887. 2410

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

P. & O. S. N. COMPANY.

NOTICE TO PASSENGERS.

PASSENGERS can at the present time of the year engage Berths through to Europe, via Bombay, without change of steamer or increase of fare.

E. L. WOODIN,
Superintendent.

3rd December, 1887. 2353

ROBES ET CONFECTIONS

FRENCH DRESS-MAKER.

MRS. G. HEYMANS,
35, WELLINGTON STREET,
HONGKONG.

THE ONLY FRENCH DRESS-MAKER IN HONGKONG.

DIPLOMA IN PARIS IN 1884.

Hongkong, October 1, 1887. 1925

HONGKONG JOCKEY CLUB RACE MEETING, 1888.

WEDNESDAY, THURSDAY, & FRIDAY, the 22nd, 23rd and 24th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a Sweepstakes of $20 each, half forfeit if declared on or before the date of closing entries, with $1,000 added for 1st Pony and $50 for 2nd. For all China Ponies *bona fide* Griffins at date of Entry (SATURDAY, the 21st January, 1888). First Pony 70 per cent., 2nd Pony 20 per cent., and 3rd Pony 10 per cent. Weight 10st. 10lbs. Distance, One Mile and a Half.

Nominations close on SATURDAY, the 17th December, 1887, addressed to the CLERK OF THE COURSE, at the Hongkong Club.

By Order,
H. J. H. TRIPP,
Clerk of the Course.

Hongkong, December 5, 1887. 2364

Business Notices.

LANE, CRAWFORD & Co.

HAVE NOW OPENED THEIR NEW STOCK OF

FANCY GOODS AND DELICACIES
Suitable for the Festive Season.

Christmas & New Year Presents.

ALL THE LATEST NOVELTIES.

LADIES' HAND BAGS.
PORTRAIT ALBUMS.
POCKET BOOKS and PURSES.
PHOTOGRAPH FRAMES & CASES.
FLOWER HOLDERS.
INKSTANDS.
DRESSING CASES and BAGS.
NAIL SETS in Cases.
JEWEL and WORK BOXES.
CIGAR CABINETS.
MANTLE ORNAMENTS.
TABLE LAMPS.

NEW ONYX WARE. NEW EMBOSSED LEATHER.
A HANDSOME TABLE FOUNTAIN.
A SPLENDID COLLECTION OF PRESENTS.

CHILDREN'S MECHANICAL TOYS.

CARVED MEERSCHAUM PIPES AND CIGAR HOLDERS.
CIGAR AND CIGARETTE CASES, TOBACCO BOXES.

Beautifully Bound Presentation Books.
CHRISTMAS AND NEW YEAR'S CARDS.

Electro-Plated Ware:
A Splendid Selection of Useful PRESENTS.

CHRISTMAS DELICACIES:
Best English and French Brands,
SOUPS, FISH, GAME, PATTIES, TONGUES, SAUCES, SPICES, VEGETABLES, DESSERT FRUITS, &c., &c.

New Season's Muscatels, Smyrna Figs, Apples, Elvas Plums.
Nuts:—Almonds in Shells, Brazil, Filberts and Barcelona.

PLUM PUDDINGS AND MINCEMEAT.
HUNTLEY AND PALMER'S
CHRISTMAS CAKES.
FINEST SELECTED YORK HAMS.
CHEESE
GORGONZOLA, GLOSTER, ALBERT, ROCHFORT AND STILTON.

HUNTLEY AND PALMER'S 'CHRISTMAS' AND ASSORTED
BISCUITS.

French and English
CONFECTIONERY
AND
BONBONS,
Of the very Best quality procurable.

FANCY CHOCOLATES AND CHOCOLATE CREAMS,
OOSAQUES.
HOLLY AND MISTLETOE WREATHS.

LANE, CRAWFORD & Co.

Hongkong, December 10, 1887. 2412

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 007

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.

CHEAP TOYS.
CHEAP TOYS.
CHEAP TOYS.
Latest Novelties in CHEAP TOYS.

ALL NEW GOODS.

W. POWELL & Co.

VICTORIA EXCHANGE. December 7, 1887.
(*TELEPHONE* 21). 2375

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

NEW HATS

BLACK, DRAB, AND BROWN, HARD AND SOFT FELT HATS,
in a variety of New Shapes.

DRAB and GREY SINGLE and DOUBLE TERAI HATS.

STRAW HATS,
MILITARY and FELT HELMETS, and
TWEED HATS and CAPS in Stock and made to order.

Hongkong, October 8, 1887. 1904

Auctions.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 17th December, 1887, at 2 p.m., at the Residence of Captain BLACKBURN, No. 6, Richmond Terrace,—

THE WHOLE OF THE
CANTON & ENGLISH-MADE
HOUSEHOLD FURNITURE,
comprising:—

CRETONNE-COVERED DRAWING-ROOM SUITE, CHIPPENDALE MIRROR, LACE CURTAINS, BRUSSELS CARPETS, &c., &c.

VERY FINE CHROMOS, LITHOGRAPHS, ENGRAVINGS & ETCHINGS from well-known Paintings.

ENGLISH-MADE MAHOGANY EXTENSION DINING TABLE, CONVERTIBLE COUCH, DINNER WAGGONS, CROCKERY, GLASS and PLATED WARE, CUTLERY, FINE KEROSINE LAMPS, &c., &c.

IRON and BRASS BEDSTEADS and SPRING MATTRESSES, MARBLE-TOP WASHSTAND, DRESSING TABLE, CHEVAL GLASS, WARDROBES, FENDERS and IRONS, &c.

SPLIT BAMBOO PENANG-MADE BLINDS.

Also,

ONE WALNUT COTTAGE PIANO, by STRAUSS.

And

ONE ENGLISH COOKING RANGE.

&c., &c., &c.

Catalogues will be issued previous to the Sale, and the above will be on view on *Friday next*.

TERMS OF SALE.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, December 10, 1887. 2407

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 19th day of December, 1887, at 4 p.m., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 10th December, 1887. 2430

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 19th day of December, 1887, at 4 p.m., by Order of His Excellency the Governor, of Four Lots of Crown Land, at Yaumáti, Kaulung, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lots.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent. $	Upset Price. $
			ft.	ft.	ft.	ft.			
	Kau-Lung Inland Lots	Yaumáti.							
1	No. 310	"	45	45	100	100	4,500	60	200
2	" 311	"	45	45	100	100	4,500	60	200
3	" 312	"	45	45	200	200	9,000	120	400
4	" 989	"	45	45	190	168½	753	10	40

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on TUESDAY, the 20th day of December, 1887, at 3.30 p.m., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 10th December, 1887. 2431

Particulars of the Letting by Public Auction Sale, to be held on TUESDAY, the 20th day of December, 1887, at 3.30 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 999 years.

Particulars of the Lot.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent. $	Upset Price. $
			ft.	ft.	ft.	ft.			
1	Inland Lot No. 1,095.	Junction of Pokfulam Road and Hill Road	210	212	47	237	25,000	114	1,200

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on WEDNESDAY, the 21st day of December, 1887, at 4 p.m., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 10th December, 1887. 24 2

Particulars of the Letting by Public Auction Sale, to be held on WEDNESDAY, the 21st day of December, 1887, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent. $	Upset Price. $
			ft.	ft.	ft.	ft.			
1	Rural Building Lot No. 54	South side of Mount Kellett, The Peak.	153	151	213	201	30,630	92	317

Auctions.

IMPORTANT AUCTION NOTICE.

2,000 LOTS OF
JAPANESE CURIOS
AND
WORKS OF ART,
suitable for
CHRISTMAS & NEW YEAR'S PRESENTS,
WILL BE SOLD
WITHOUT RESERVE and knocked down to the HIGHEST BIDDER.

THE Undersigned has received instructions from

MESSRS. KUHN & Co.,

(*On Account of Limited Space at* THEIR ART GALLERY, *opposite the* HONGKONG HOTEL),

TO SELL BY PUBLIC AUCTION,

On TUESDAY, the 20th Dec.,
" WEDNESDAY, " 21st "
" THURSDAY, " 22nd "

Commencing each day at 2 P.M., at his Sales Rooms, Duddell Street,

A GREAT VARIETY OF
JAPANESE CURIOS
in all its branches, comprising:—

BROCADED and EMBROIDERED SILKS, IVORIES, LACQUER, BRONZES, CLOISONNE, SATSUMA and other PORCELAINS COMPLETE SUITS of ARMOUR, SWORDS, HARI-KIRI DAGGERS, PE-TO ALBUMS, CABINETS, TABLES, CABINET ORNAMENTS, BRONZE JEWELRY in great variety, KAKIMONOS, SCREENS, SILK JACKETS, DRESSING GOWNS and QUILTS, &c., &c., &c.

SPECIAL ATTENTION is called to the GRAND COLLECTION of ANCIENT TEMPLE and other TABLEAUX, many of which can NOT be replaced, and it will afford a most favorable opportunity to Collectors to secure Specimens of the Old Painters of Japan, of which even at present very few duplicates exist out of Japan.

Catalogues will be issued previous to the Sale, and the Collection will be on view on *Monday*, the 19th December.

TERMS OF SALE.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, December 6, 1887. 2371

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

WEDNESDAY,

the 28th December, 1887, at Noon, on Board,—

THE BRITISH STEAMER
ATHOLL,

of 1,436 Tons Gross, 922 Tons Net Register, and 170 H.P., with all Her TACKLE, APPAREL and APPURTENANCES, as she now lies in this Harbour.

TERMS OF SALE.—One-third of the Purchase Money to be paid on fall of hammer, and the Remainder on completion of transfer; the Steamer to be at Purchaser's risk from time of Sale.

STEAM LAUNCH will leave Pedder's Wharf at 11.30 a.m., on day of Sale.

For further Particulars, apply to

Messrs. ADAMSON, BELL & Co.;

or the undersigned,

G. R. LAMMERT,
Auctioneer.

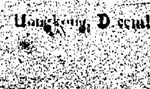
Hongkong, December 5, 1887 2365

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.



The Co.'s Steamship
Fokien,
Captain ROACH, will be despatched for the above Ports on FRIDAY, the 16th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, December 14, 1887. 2434

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

The Co.'s Steamship
Taiyuan,
W. M. DOVE, Commander, will be despatched as above on FRIDAY, the 16th Instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 9, 1887. 2390

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE OF POSTPONEMENT.

The Co.'s Steamship
Djemnah,
Commandant VAQUIER, will leave for SHANGHAI, KOBE and YOKOHAMA (*vid* INLAND SEA), on or about FRIDAY, the 16th Instant.

Another Notice will give the time appointed for her leaving.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 14, 1887. 2433

Shipping.

Steamers.

THE BEN LINE OF STEAMERS.

FOR SINGAPORE AND LONDON.

The British Steamer
Benvenue,
Capt. THOMSON, will be despatched as above on or about FRIDAY, the 16th Instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, December 12, 1887. 2412

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Prion,
Capt. BUTLER, will be despatched as above on SATURDAY, the 17th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 12, 1887. 2414

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAIGON, SINGAPORE BATAVIA, SAMARANG AND SOURABAYA.

The Co.'s Steamship
Celebes,
Captain JOON, will be despatched as above on or about the 20th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, December 13, 1887. 2423

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

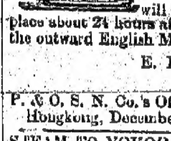
(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship
Prometheus,
Capt. WEBSTER, will be despatched as above on WEDNESDAY, the 21st Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 13, 1887. 2422

STEAM TO SHANGHAI.



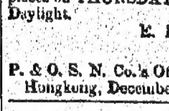
The P. & O. S. N. Co.'s Steamship,
Sutlej,
will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, December 9, 1887. 2388

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)



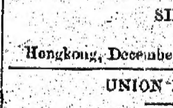
The P. & O. S. N. Co.'s Steamship
Thibet,
will leave for the above places on THURSDAY, 22nd December, at Daylight.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, December 9, 1887. 2389

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)



The Steamship
Frigga,
Captain F. NAGEL, will be despatched for the above Ports on THURSDAY, the 22nd Instant, at 10 a.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, December 13, 1887. 2425

UNION LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship
Guy Mannering,
Captain HALL, will be despatched for the above Port on or about the 22nd Instant.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, December 9, 1887. 2393

Sailing Vessels.

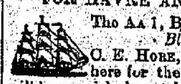
FOR NEW YORK.

The American Ship
Rembrandt,
PAINE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, December 9, 1887. 2397

FOR HAVRE AND LONDON.



The Aa 1, British Barque
Blackadder,
C. E. HORE, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, November 22, 1887. 2280

FOR SAN FRANCISCO.

The 100 A 1 British Barque
Bandanara,
AHRENS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL

Hongkong, October 21, 1

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....$32 per Case of 1 doz.
Pints.....$31 " " 2 "
Dubos Freres & de Gorsion & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Brow' WHISKY,—87½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

Intimations.

NOTICE.

THE COMMITTEE of the VICTORIA REGATTA request the pleasure of the COMPANY of the LADIES of HONGKONG on board the FLAGSHIP on THURSDAY and FRIDAY, the 15th and 16th Instant, the Regatta days; and at the CRICKET GROUND, which has been kindly placed at their disposal by the CRICKET CLUB COMMITTEE, on SATURDAY, the 17th Instant, at 4.30 p.m., when the Prizes won at the Regatta will be distributed.

Through the courtesy of Mr. GILLIES, the Secretary of the Dock Company, the *Pilot Fish* will leave Peddar's Wharf on THURSDAY and FRIDAY, the 15th and 16th Instant, at 12 Noon and 12.45 p.m., for the FLAGSHIP, which will be moored off Kowloon Point.

REFRESHMENTS will be SUPPLIED on board the FLAGSHIP to SUBSCRIBERS.

TIFFIN will be provided by Messrs. DORABJEE & HING KEE.

By Order,
J. H. STEWART LOCKHART,
Hon. Secretary.

Hongkong, December 12, 1887. 2417

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON and COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be Charged.

ISAAC HUGHES,
Secretary.

Hongkong, November 7, 1887. 2148

J. D. KILEY,
SAIL-MAKER.

TENTS, AWNINGS AND FLAGS.
No. 23, Praya Central,
HONGKONG.

Hongkong, November 1, 1887. 2135

Notices to Consignees.

CANADIAN PACIFIC STEAMSHIP LINE.

STEAMSHIP *PARTHIA*,
FROM VANCOUVER, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,
Agents.

Hongkong, December 13, 1887. 2424

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the KOWLOON WHARF & GODOWN CO. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 16th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, December 10, 1887. 2403

STEAMSHIP *DJEMNAH*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex S.S. *Manche* and *Niemen*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. To-MORROW (Sunday), the 11th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 17th December, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before MONDAY, the 19th December, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 10, 1887. 2405

To-day's Advertisements.

STEAM TO BOMBAY *VIA* STRAITS.

The P. & O. S. N. Co.'s Steamship *Venetia* will leave for the above place on SATURDAY, 24th December.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 15, 1887. 2440

To-day's Advertisements.

FOR BANGKOK (DIRECT.)

THE SCOTTISH ORIENTAL STEAM SHIP COMPANY, LIMITED.

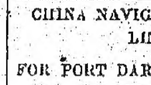
The Company's Steamer *Mongkut*, Capt. GEO. ANDERSON, will be despatched for the above Port on SATURDAY, the 17th Inst., at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, December 15, 1887. 2438

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.



The Co.'s Steamship *Taiyuan*, W. M. DODD, Com'nder, will be despatched as above on SATURDAY, the 17th Instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

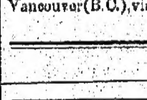
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 15, 1887. 2441

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW *and Ports on the* YANGTSZE.)



The Co.'s Steamship *Kwongsang*, Captain SELLAR, will be despatched as above on MONDAY, the 19th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, December 15, 1887. 2436

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with Section 120 of the Articles of Association, the General Agents, with approval of the Consulting Committee, will on the 2nd January, 1888, ISSUE INTEREST WARRANTS of $5 per SHARE, Payable at the HONGKONG & SHANGHAI BANKING CORPORATION, the same being at the rate of 10 per cent. per Annum on the paid up Capital of the Office for the year 1887, and notice is hereby given that in order that the same may be adjusted the Transfer BOOKS of the Office will be CLOSED from the 19th to 31st Instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, December 15, 1887. 2437

To-day's Advertisements.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Sutlej* will leave for the above place TO-MORROW, 16th Instant, at 12 (Noon) o'clock.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 15, 1887. 2439

SHIPPING.

ARRIVALS.

December 15, 1887.—

Haitan, British steamer, 1,182, S. Ashton, Foochow December 11, Amoy 13, and Swatow 14, General.—DOUGLAS STEAMSHIP CO.

Norway, Norwegian barque, 667, Albitter, Chefoo December 12, Beans & General. CHINESE.

Sutlej, British steamer, 2,143, W. D. C. Worcester, R.N.R., London October 27, via Bombay and Singapore December 9, Mails and General.—P. & O. S. N. Co.

Norden, Norwegian steamer, 1,307, C. Nielsen, Nagasaki December 10, Coal.—MITSUI BUSSAN KAISHA.

Ashington, British steamer, 809, W. Raynell, Saigon December 8, General.—SIEMSSEN & Co.

DEPARTURES.

December 15:—

Meefoo, for Whampoa.
Kutsang, for Whampoa.
Don Juan, for Amoy and Manila.
Zafiro, for Amoy and Manila.
Kwang Lee, for Shanghai
Darwin, for Haiphong.
Frejr, for Haiphong.

CLEARED.

Enrique, for Manila.
Carisbrooke, for Saigon.
Fokien, for Coast Ports.
Amigo, for Swatow and Amoy.

PASSENGERS

ARRIVED.

Per *Haitan*, from Coast Ports, Messrs Kaw Hong Take and Lam Pang Poo, and 65 Chinese.

Per *Sutlej*, for Hongkong: from London, Mr E. B. Jorey, Mrs W. Christy, Mr D. Clark, Mrs Watkinshaw's amah, and Miss Watson; from Colombo, Mr R. J. Duff; from Penang, Mr Ong Bong Yok, and servant, Mr Lun Yek Looi and servant, Mr Ho Tiang Soon and servant, Ong Cheng Looi and servant, Lim Kean Leong and servant, Mr R. Jeremiah and servant, Mr Tan Kim Bee and servant, Mr Cheah Kee Ee and servant, Cheah Choo Yeu and servant, Mr Chin Ah Heng and native servant, and 172 Chinese; from Singapore, H.E. Major-General Cameron and native servant, Major Davies and native servant, Messrs R. W. Bernard, Glasgow, Choo Lunfoo, C. de Golan d'Esloo, 55 Chinese, 1 woman and 1 child. For Swatow: from Singapore, Mr Lee Hong Kang. For Shanghai: from London, Messrs Rirse, Redfern, Wellwood, Saunder, Bland, Zutley, Vale, Jaison and Curtis Waters; from Brindisi, Rev. B. Faini, Rev. and Mrs Gulick. For Yokohama: from London, Miss Holland, and Mr De Russet.

Per *Ashington*, from Saigon, 30 Chinese.

DEPARTED.

Per *Don Juan*, for Manila via Amoy, Mrs Butler, Messrs Mitjans and Cordero, and 360 Chinese.

Per *Danube*, for Haiphong, 4 Europeans, and 30 Chinese.

To DEPART.

Per *Fokien*, for Coast Ports, 7 Europeans, and 150 Chinese.

Per *Amigo*, for Swatow, 450 Chinese.

SHIPPING REPORTS.

The British steamer *Haitan* reports: Left Foochow December 11th. In port, H.M.S. *Espoir*, and steamer *Johann*. Had fresh N.N.E. winds and clear weather to arrival in Amoy on 13th, left same day. In port, Chinese Fleet and steamers *Hangchow* and *Kung pei*. Experienced strong N.E. winds and cloudy weather to Swatow on 14th, left same day. Steamers in port, *Cheang Hock Kian* and *Chi-yuen*. Fresh N.N.E. winds and overcast throughout to port.

The British steamer *Sutlej* reports: Left Singapore December 9th, at 5.25 p.m. Came up by the Eastern route, and experienced moderate monsoon and fine weather to lat. 16° N.; thence strong monsoon and cloudy with heavy sea.

The British steamer *Ashington* reports: Had strong monsoon and severe squalls with overcast and cloudy weather and very high chopping head sea throughout the passage.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—
Per *Sutlej*, at 11 a.m., on Friday, the 16th inst.

For BANGKOK.—
Per *Octa*, at 11.30 a.m., on Friday, the 16th inst., instead of as previously notified.

Per *Mongkut*, at 5 p.m., on Friday, the 16th inst.

For SAIGON.—
Per *Carisbrooke*, at 3.30 p.m., on Friday, the 16th inst., instead of as previously notified.

For HAIPHONG.—
Per *Clara*, at 5 p.m., on Friday, the 16th 16th inst.

For SAIGON.—
Per *China*, at 9 a.m., on Sunday, the 18th inst.

For SHANGHAI.—
Per *Kwongsang*, at 3.30 p.m., on Monday, the 19th inst.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Thibet*, at 5 p.m., on Wednesday, the 21st inst.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *Gaelic* will be despatched on TUESDAY, the 20th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 p.m. Registry ceases.
2.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Fokien* leaves for Swatow, &c.
Noon.—*Sutlej* leaves for Shanghai.

Miscellaneous.

Noon.—Local Banks close.
Victoria Regatta.
Goods per *Flintshire* undelivered after this date subject to rent.

A. S. WATSON & Co., LIMITED.

Christmas Confectionery
JUST RECEIVED.
CRYSTALLIZED FRUITS,
CHOCOLATE CREAMS,
BURNT ALMONDS, and
SUNDRY SWEETS.
Also,
ROSE WATER & OTHER CRACKERS in great variety.

NEW SEASON'S
CHRISTMAS & NEW YEAR CARDS including some
CHROMOS OF SWISS AND HOME SCENERY,
Suitable for Framing.

NEW ILLUSTRATED PHOTOGRAPHIC ALBUMS.

A. S. WATSON & Co., LD.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

Hongkong, December 12, 1887. 2419

MARRIAGE.

On the 3rd Nov., at St. Mary's Church, Kilburn, by the Rev. J. N. Soden, K.C.L., Curate of St. Peter's, Clerkenwell, assisted by the Rev. John Robertson, M.A., Vicar of St. Mary's, HORACE HARRINGTON NELSON, formerly of Hongkong, to EMMA ROSTRON, second daughter of the late William Macaulay, of Leo, Kent.

DEATH.

On the 15th December, at Myrtle Villa Kowloon, ROBERT PERCIVAL, aged 11 months, only Son of Mr. and Mrs. H. E. Denson.

☞ *The publication of this issue commenced at 8.30 p.m.*

The China Mail.

HONGKONG, THURSDAY, DECEMBER 15, 1887.

TELEGRAMS.

(Via Southern Line.)

[SUPPLIED TO THE 'CHINA MAIL.']

THE CRISIS IN PARIS.

LONDON, 12th December, 1887.

A man named Aubertin has shot at and wounded M. Ferry in the lobby of the Chambers. He states that he is a member of a secret society pledged to kill intriguers.

M. Fallieres having been unable to form a Ministry, M. Tirard was called upon, but both have failed.

(From the 'Straits Times.')

ECCLESIASTICAL.

London, 6th Dec.—The Archbishop of Canterbury has convoked the Pan-Anglican Conference for the third of July next.

ABYSSINIA.

The British Mission has reached King John.

AUSTRIA AND RUSSIA.

Vienna, 7th Dec.—The heavy massing of Russian Cavalry on the Austrian Frontier has called forth a semi-official warning from Vienna that if continued, responsive measures will be taken by Austria.

(From Ceylon Papers.)

STRINGENT REFORM OF PARLIAMENTARY PROCEDURE.

London, Nov. 24.—The Marquis of Salisbury, speaking at a Conservative conference held at Oxford yesterday, urged the necessity which exists for stringent reform in the procedure rules of the House of Commons. He also forcibly pointed out the importance of introducing measures for the reform of local government throughout the United Kingdom.

VALENTINE BAKER'S SUCCESSOR.

Cairo, Nov. 23.—General Charles Baker succeeds the Late Baker Pasha to the command of the Egyptian Police.

OPENING OF THE GERMAN PARLIAMENT.

Berlin, Nov. 24.—The Reichstag was opened to-day. The speech from the throne, which, in the absence of the Emperor, was read by the Chancellor, said that it was the policy of Germany to cultivate friendly relations with all the Powers, thereby preserving peace in Europe, and to strengthen her policy by treaties and alliances between Germany and Foreign Powers, thus safeguarding her from all acts of aggression.

ILLNESS OF LORD LYONS.

London, 10th Nov.—Lord Lyons has been seized with a fit in London and now lies in a very serious condition.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND.—*Teresa*, October 18; *Teviot*, *Ursula*, Nov. 11; *Glenorchy*, 16; *Laertes*, 22; *Merionethshire*, *Telamon*, 25; *Bellona*, *Denarty*, *Glencoe*, *Hector*, *Lord of the Isles*, *Mogul*, *Principia*, 28; *Acamemnon*, Dec. 2; *Nestor*, *Cassandra*, 6; *Glenavon*, *Austral*, 9; *Titan*, *Yangtse*, *Carmarthenshire*, *Dyspingham*, 13.

HOMEWARD BOUND.—*Mosser*, Nov. 15; *Sarpedon*, *Strathleven*, 25; *Anchises*, Dec. 2; *Yorkshire*, *Wellingdorf*, 6; *Glamorganshire*, *Glenfinlas*, *Telemachus*, 9; *Iravaddy*, *Senator*, *Nicke*, 13.

The P. M. S. S. Co.'s S. S. *City of New York*, with the AMERICAN MAIL to the 19th ultimo, left Yokohama on Tuesday, the 13th instant, and may be expected here on or about Sunday, the 18th inst.

The Shire Line steamship *Denbighshire* left Singapore on the 7th instant, and may be expected here on or about the 14th instant.

The Navegazione Generale Italiana Co.'s steamer *Bormida* left Singapore for this port on the 10th instant, and may be expected to arrive on or about the 18th inst.

The O. S. S. Co.'s steamer *Prometheus*, from Liverpool, left Singapore on the 12th instant, and may be expected here on or about the 19th instant.

The Indo-China Steam Navigation Co.'s steamer *Winggaing*, from Calcutta, left Singapore on the 14th instant, and may be expected here on or about the 21st inst.

The delivery of the English mail was begun at 10.55 a.m.

His Excellency Major General Cameron arrived to-day, by the P. & O. Mail steamer *Sutlej*, from Singapore.

AMONG the names of the ladies who presided at the bazaar held by the French Sisters yesterday, the name of Miss Anderson, owing to a printer's blunder, was omitted.

WE are informed by the Agents (Messrs Gibb, Livingston & Co.), that the new Ben Line steamer *Benlawers* arrived at Singapore on the morning of the 2nd instant, after the satisfactory run of 4 days, 18½ hours, from this port.

A MEETING of the Portuguese community was held yesterday evening for the purpose of considering the best mode of giving a reception to H. E. Senhor Thomaz da Roza, Minister Plenipotentiary and Envoy Extraordinary to the Court of Peking, upon his arrival from Peking, after the conclusion of the treaty between Portugal and China. There was a large attendance. Mr A. G. Romano, Consul General for Portugal, who presided, spoke of the satisfaction which would be felt by all Portuguese upon the satisfactory conclusion of the treaty, which was due in a large measure to His Excellency's indefatigable labours. He thought the committee should accord him a hearty reception, and moved that the following committee be appointed to carry out this object—Messrs J. A. dos Remedios, (President), L. Carvalho, J. M. da Silva, M. d'Aquino, D. Noronha, J. Campos da Roza, A. dos Remedios, F. Gomes, F. Jorge, F. Machado, B. Hyndman, M. da Roza, Augusto do Rozario, A. da Silveira, M. Gutierres, V. Gutierres, J. M. V. Figueiredo, J. M. Alves, Dr Marques, and Dr. Gomes. It was proposed by Mr Almeida that the Committee should call upon Sr. Roza on board the steamer on his arrival, and invite him to the Club, where an address would be presented to him. It was also agreed that Sr. Roza be asked to name the hour and place most convenient to him for the presentation of the Address. The following resolution, moved by Mr Romano, was also carried unanimously:—That as a manifestation of the satisfaction generally felt at the conclusion of the Treaty, a grand ball be given at the Lusitano Club, to which not only the members of the Club but all the Portuguese in the community be invited.

THE *Foochow Echo* says:—We have been informed that the Arsenal Authorities bought a piece of land under the Pagoda Island for the purpose of building a substantial dock that will take in any of their ironclads, and we learn, that workmen are already to be seen on the spot working daily. The wooden bridge we mentioned some time ago is intended for the workmen to get across to the new dock, which is quicker than by boat. We believe the Patent Slip will be of no use to them as soon as the dock is ready, and in our opinion it will be a splendid present to the warlike *(sic)* Viceroy of Canton, if the Arsenal authorities can spare it, and he will certainly be in need of such an instrument to make a better show of his abilities.

THE question whether the Chinese have a taste for foreign customs and things is not so frequently asked as it used to be some years ago, and we hear that only a few days since some relatives of the Millionaire Lin of Formosa were invited to a feast given by a Mandarin and they made a special request that foreign food and foreign customs should be adopted, so in accordance with their wish an English dinner was given and some European Ladies invited and all were seated, both men and women at the same table. The Chinese Ladies had never met Europeans before and were greatly interested, and after due consideration came to the conclusion that there were many great advantages associated with the English manner of life and the fact of men and women dining together at the same hospitable board, was by far more sociable and pleasant than their secluded way of having separate tables, and even sometimes separate apartments for their daily meals.—*Foochow Echo*.

SEIZURE OF A JUNK BY PIRATES.

Another story of piracy has come to light in which it is difficult to say whether the impudence of the pirates or the stupidity of those whom they plundered is the more remarkable. On the 11th inst. the *Hop Cheung* junk left Shanmi with a cargo of over 70 pigs, valued at $500, and carrying, besides, a number of passengers. On the 12th at a place known as Sam-mun, she was attacked by a gang of seven armed men, who were on board a small boat. The pirates, apparently meeting with no resistance, captured the junk and transferred twelve of her crew and passengers on board their own craft. Two of the pirates were left on board the captured junk, who, with the assistance of two of the crew, brought the junk into Hongkong Harbour, where they arrived on the 14th. Here, it seems, the 70 pigs were sold by the two members of the junk's crew, who were accompanied by the pirates during the time of the transaction. The sum realised was $400, and this amount was required for the ransom of the twelve people detained on board the pirates' boat. The four men left Victoria together and proceeded to the pirate boat, which, it appears, they expected to find at a place called Kai-lung-wan, near Aberdeen. The vessel was not seen there, however, and the men after sleeping that night on the hillside, set out at daybreak next day (the 14th) in search of the craft, which they saw at Luk-chau. They hired a small fishing boat to take them out to her, and the $400 was duly paid over. The pirate vessel then sailed into a bay at the back of Ap Lei-chow and landed the people taken from the *Hop Cheung*. The ransomed crew and passengers went to Aberdeen and reported to the police what had occurred. Inspector Stanton, the officer in charge, immediately went on board H.M.S. *Leander*, which was in dock there, and reported the matter. The officer in command of the vessel at once dispatched a steam pinnace with an armed party in search of the pirates. Inspector Stanton and a party of police, with one of the men of the pirated junk, going in the launch. A strict search was made for four hours at every place between Aberdeen and Pootoi, but no trace of the pirates could be seen.

THE *POWAN* IN COLLISION.

CHINESE STEAM LAUNCH SUNK.

The *Powan*, on her journey from Canton to Hongkong last night, experienced a chapter of unfortunate accidents. On leaving the wharf at Canton about 4 p.m. while attempting to clear a junk on her port bow, the steamer ran into one of the Armstrong floating gun-carriages. The force of the collision was sufficient to make a hole in the stem of the *Powan* and in the forecastle of the Armstrong boat. On getting clear the steamer went to anchor off the Shamien to wait there till flood tide, the hole in the meantime being plugged up. She left again at ten o'clock and as she was proceeding down the river, just before getting to the Salt Flat, a Chinese steam launch was seen coming along the South shore. The launch appears to have suddenly started to cross the *Powan's* bows, the result being that the steamer struck her right amidships. The launch being hopelessly damaged, rapidly filled and sank a short time afterwards. The launch, it was found afterwards, was one of the Chinese Government vessels. Several of those on board were picked up by the *Powan's* boats, while others were rescued by sampans which were in the neighbourhood, and it is not supposed that there was any loss of life. The injury to the *Powan's* stem is but slight, and she will be able to proceed to Canton to-night again as usual, although she will have to be docked on her return.

VICTORIA REGATTA.

THIRTY-SECOND MEETING.

Patron.—His Excellency Sir G. William Des Vœux, K.C.M.G.
Vice-Patrons:—His Excellency Admiral Sir R. Vesey Hamilton, K.C.B., R.N.; His Excellency Major-General Cameron, C.B.; Commodore Maxwell, R.N., A.D.C.
Stewards:—Colonel Anderson, Northamptonshire Regt.; Honourable J. Bell-Irving; W. H. Forbes, Esq.; D. Gillies, Esq.; H. Hoppius, Esq.; T. Jackson, Esq.; N. G. Mitchell-Innes, Esq.; Commander Smythies, R.N.; G. Stewart, Esq.; Colonel Storer, R.E.; Hon. H. C. Thomsett, R.N.; H. J. H. Tripp, Esq.; H. E. Wodehouse, Esq., C.M.G.; E. L. Woodin, Esq.
Committee:—Honourable A. P. MacEwen, (Chairman); A. Denison, Esq.; Major Ellis; M. Falconer, Esq.; F. Grimble, Esq.; F. Koch, Esq.; G. C. C. Master, Esq.; J. Sampson, Esq.; C. H. Thompson, Esq.; H. N. Thompson, Esq., A.M.D.
Hon. Secretary:—J. H. Stewart-Lockhart, Esq.
Hon. Treasurer:—R. T. Wright, Esq.
Judges of the Rowing Races:—Commander Rumney, R.N., and A. K. Travers, Esq.
Umpires and Starters:—*Rowing*:—*Umpire*, —Honourable A. P. MacEwen; *Starter*, —J. Andrew, Esq.; *Referee*,—E. L. Woodin, Esq. *Yachts*,—G. C. Anderson, Esq. *Open Sailing Boats*,—E. Burnie, Esq.
Judge of the Sailing Races:—Commander Browne, R.N.
Time-keeper:—M. Falconer, Esq.
Clerk of the Course:—H. J. H. Tripp, Esq.

FIRST DAY,
Thursday, 15th December, 1887.

The thirty-second annual Regatta at Hongkong was begun to-day. The weather was dull and somewhat bleak; and whether on this account or, as some cynically suggested, on account of the altered arrangement with regard to tiffin, very few turned up during the first part of the afternoon. This year, too, there being only two days for the sport, the races were begun half an hour earlier and the time of commencement was rather early for most people. As the afternoon advanced, however, the flagship filled up with spectators and a number of launches appeared on the course. As the afternoon advanced, also, the wind moderated considerably, and the water became a good deal smoother and the temperature less chilly. None of the first races could be called exciting races. They were won easily. For the Chairman's Cup, however, not a few were disagreeably surprised. Lockhart and Ellis' crews were the favourites, it being thought that Hayllar's crew, having a man who rowed in the previous race, could not make a great appearance. A pretty long interval, however, occurred between the races, and Skoit, the rower referred to, had plenty of time to recruit his strength. The result was that Hayllar's boat won easily by about five lengths. The first really good fight for the first place was for the *American Cup*, between *Shamrock* and *Leek*. At one time they were almost bow to bow, but the *Leek* could not answer the last spurt made by *Shamrock* and lost the race. The men-of-war and Soldiers and Sailors' race were all keenly contested. The closest race during the whole afternoon was between an Artillery and an Engineers' boat, the latter only winning by about a length, both crews pulling very well. The race, however, was spoiled by a number of launches coming in between the judge and the boats and causing the pistol to be fired before the goal was actually reached. It is a great pity that the course cannot be kept clear of launches if they will not keep behind the starter's boat. In this case two launches stopped the view and the pistol was fired when the racing boats were hid from view by these launches. As the winning boat was a length ahead and as there was really no chance of the second boat beating up, it was decided to abide by the result, although the proceeding was a little irregular. The Pair Oars was won by the favourites Hayllar and Master very easily.

The currents, which were during the first part of the afternoon pretty strong, decreased in force as the afternoon advanced, and the conditions for rowing were as good as could be expected here. Before the last event there was a needless delay of about half an hour, which resulted in its being rowed almost in the dark. Notwithstanding the fact that it was run in the dusk, the last race evoked perhaps as much interest as any, the contest being pretty keen. Tandy made good way at first, and the opinion seemed to be that if it had been properly steered it would have won or at least come nearer than it did the leading boat.

We trust that the launches will take the hint, and not seek to narrow to some so near the racing boats as to obstruct the

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bangkok	Mongkut (s)	Geo. Anderson	Yuen Fat Hong	Dec. 17, at daylight.
Batavia, &c., via Saigon	Celebes (s)	Joon	Jardine, Matheson & Co.	About December 20.
Bombay, via Straits	Venetia (s)		P. & O. S. N. Co.	December 24.
Bremen, and Ports of Call	Bayern (s)	R. Sander	Norddeutscher Lloyd	December 26, at 4 p.m.
Havre and London	Blackadder	C. E. Hore	Arnhold, Karberg & Co.	Quick despatch.
Havre, &c., via Suez Canal	Frigga (s)	F. Nagel	Siemssen & Co.	Dec. 22, at 10 a.m.
London, via Suez Canal	Priam (s)	Butler	Butterfield & Swire	December 17.
London, and Ports of Call	Ravenna (s)	A. B. Daniell	P. & O. S. N. Co.	December 20, at 4 p.m.
Marseilles, and Ports of Call	Melbourne (s)	Lequerre	Messageries Maritimes	December 27, at noon.
Nagasaki, Kobé and Yokohama	Thibet (s)		P. & O. S. N. Co.	Dec. 22, at daylight.
New York, via Suez Canal	Guy Mannering (s)	Hall	Russell & Co.	About December 22.
New York	Rembrandt	Paine	Russell & Co.	Quick despatch.
Port Darwin, &c.	Taiyuan (s)	W. M. Dodd	Butterfield & Swire	December 16, at 4 p.m.
San Francisco, via Yokohama	Gaelic (s)		O. & O. S. S. Co.	December 20, at 3 p.m.
San Francisco, via Yokohama	City of New York (s)		Pacific Mail S. S. Co.	December 20, at 3 p.m.
San Francisco	Bandanoora	Ahrens	Russell & Co.	Quick despatch.
Shanghai	Sutlej (s)		P. & O. S. N. Co.	December 16, at noon.
Shanghai	Kwongsang (s)	Sellar	Jardine, Matheson & Co.	December 19, at 4 p.m.
Shanghai, via Amoy	Prometheus (s)	Webster	Butterfield & Swire	December 21.
Shanghai, Kobé and Yokohama	Djemnah (s)	Vaquier	Messageries Maritimes	About December 16.
Singapore and London	Benvenue (s)	Thomson	Gibb, Livingston & Co.	About December 16.
Swatow, Amoy and Tamsui	Fokien (s)	Roach	Douglas Lapraik & Co.	Dec. 16, at daylight.
Vancouver (B.C.), via Yokohama	Parthia (s)	Arnold	Adamson, Bell & Co.	December 23, at 3 p.m.

SHARE LIST.—QUOTATIONS.

DECEMBER 15, 1887.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Position per Last Report. Reserve.	Balance forward.	Last Dividend.	Current Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	50,000	$ 125	all	$ 3,900,000	$ 8,228.50 at working a/c	30/ for ½ year to June 30/87	154, sellers
INSURANCES.							
North-China Insurance Co., Ltd.	5,000	£ 20	£ 5	Tls. 100,000	Tls. 408,132.00	Tls. 23.65 for 1886	Tls. 257½
Yangtsze Insurance Company, Ltd.	8,000	$ 50	all	£ 50,000	Tls. 3,059.76	7 % for 1886	Tls. 108, buyers
Union Insurance Society Co., Ltd.	10,000	$ 250	$ 250	$ 675,000	$ 314,012.96	25 % 1886	$87½ per share, buyers
China Traders' Insurance Co., Ltd.	24,000	$ 83.33	$ 25	$ 600,000	$ 245,240 04	20 % p annum	$65, sellers
Canton Insurance Office Co., Ltd.	10,000	$ 250	$ 50	$ 189,000	$ 494,405.00	10 % for 1885	$75, sellers
Chinese Insurance Co., Limited.	1,500	$ 1,000	$ 200	$ 28,711 [illegible]	$ 125,771.29	3 % for 1886	$210
Hongkong Fire Insurance Co., Ltd.	8,000	$ 250	$ 62½	$ 1,000,000	$ 328,567.46	$47.50 for '85	$385, buyers
China Fire Insurance Co., Ltd.	20,000	$ 100	$ 20	$ 612,500	$ 243,733.44	6 for 1885	$70, sellers
Singapore Insurance Company, Ltd.	40,000	$ 100	$ 20	...	$ 17,000	...	$19, buyers
The Straits Fire Insurance Co., Ltd.	20,000	$ 100	$ 20	...	$ 7,713.40	[illegible]	$48 [illegible]
The Straits Insurance Co., Ltd.	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...	$20, sales
STEAMBOAT COMPANIES.							
H.K. C. and M. Steamboat Co., Ltd.	40,000	$ 25	all	$ *40,000 / $ †90,000	$ 5,9 1 86	7 % half year June 30/87	$209
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 127,320	$ 115 13	8 %	$47, nom.
Indo-China S. N. Company, Limited.	18,387	£ 1	£ 1	...	£ 4,387.5.9	7 % for 1885	12½ % dis., sellers
60,000 shares issued	31,212	£ 1	£ 1	...	...	None	$50 nominal
China and Manila S. S. Co., Ltd.	3,500	$ 100	all	...	...	...	...
MISCELLANEOUS.							
H'kong & Whampoa Dock Co.	12,500	$ 125	all	...	$ 1,491 01	6½ % for ½ yr. to June 30/87	58 % prem., buyers.
HK. and China Gas Co., Limited.	5,000	$ 25	all	£ 9,177.3	£ 1,227.3.11	10 % and 2 % bonus for '87	$130 per share, buyers, fully paid up
New Shares	1,000	$ 25	$ 7.1				
Hongkong Hotel Company, Ltd.	3,000	$ 100	all	...	$ 678 94	$5 half year June 30 1887	$185 " ex div., nominal
3,000 shs. issued							
China Sugar Company, Limited.	15,000	$ 10	all	...	$ 13,781.53	6 % for ½ year to June 30/87	$148, buyers
Hongkong Ice Company, Limited.	5,000	$ 25	all	$ 3,000	...	12 % for 1886	$54 "
Hongkong Bakery Company, Ltd.	60	$ 50	all	$ 6,00	$ 514.58	10 % for 1886	$110 " ex div., nominal
Luzon Sugar Company, Limited.	7,000	$ 100	all	...	$ 29,30[illegible].18	None	$40 "
Perak Sugar Cultivation Co.	5,000	Tl. 50	all	...	...	None	Tls. 18 "
Perak Tin Mining & Sluicing Co.	5,000	$ 50	all	...	...	None	$10 " buyers
Punjom & Sungkie Dua Samatan Mining Co.	40,000	$ 10	all	...	...	None	$13½, buyers
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	...	None	$133, sellers
H'kong Rope Manufactory Co., Ltd.	3,000	$ 50	all	...	...	7 "	$43 per share, sales
A. S. Watson & Co., Limited.	3,800	$ 100	all	$ 5,000	$ 2,730.09	13 % for 1886	55 % prem.
HK. High-Level Tramways Co., Ltd.	1,250	$ 100	$ 50	...	...	...	12 % prem.
LOANS.				Rates of I.	Pay'ble		
Chinese Imperial	1884 s	8,56	Tl. 50	all	June 16 & D.		7 % prem., buyers
" "	1884 o	3189	$ 500	all	Oct. 15	...	3 % prem., buyers
" "	1886 s	...	T700,000	Tl. 250	7 %	March & Sept.	10 2 prem., buyers

† Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

view of the judge and prejudice the races. They ought not to advance beyond the starter and umpire's haunch, to give all the competitors a fair chance.

With the exception of the last race the time was scarcely up to last year, nor was there such a keen competition as might have been desired. Most of the races were foregone conclusions, and the leading boats won so easily that all interest in the race was exhausted before it was half done. To-morrow, the most important races have to be run, and we have no doubt the contests will be keener and the interest more strong.

As will be seen from our report, the finish of the Men-of-War Open Sailing Boat race was most extraordinary and highly amusing. The yachts and the sailing boats were, however, not blessed with the best yachting weather to-day.

1st RACE.—12 p.m.—'JUNIOR SCULLS'—For Single Pair Sculling Boats. Entrance, $5. Distance, One Mile. Prize, 'Brokers' Cup.' Three Boats to start or no Race. Open to any one who has never won a Sculling Race in China or Japan.

A. Turner, 9st. 0lbs. ... ... *Scotia.*
H. F. Hayllar, 11st. 2lbs. ... *Primrose.*
H. Broke, 10st. 5lbs. ... ... *Violet.*
M. Fredericks, 7st. 11lbs. ... ... *Daisy.*

H. Broke did not come to the starting point, so the race lay between Turner, Hayllar and Fredericks. A good start was made, but the race was not an interesting one, as there was really no competition. Hayllar came to the front at first, and although Turner pulled well and managed for a part of the race to keep pretty close to Hayllar, he could not make up to him and came in about 2½ lengths behind. Time, about 9 minutes. Mr Fredericks fell far behind and was practically out of the race.

H. F. Hayllar . . . 1
A. Turner . . . 2
M. Fredericks . . . 3

2ND RACE.—12.30 p.m.—FOR HEAVY GIGS pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. The Boats to be approved by the Committee. Time allowed for Oars. Four Boats must start for two Prizes. Distance, One Mile Entrance, $1. First Prize, $15; Second, $5.

Royal Artillery's ... ... *Eastern Pride.*
" ... ... *Lancashire Lad.*
Royal Engineer's ... ... *Engineer.*
58th Regiment's ... ... *Steelback.*
" ... ... *Rose.*
Royal Engineer's ... ... *Hard Lines.*

All six started. *Lancashire Lad* shot ahead from the start, closely followed by *Engineer* and *Hard Lines*, and a very exciting race ensued between these three boats. Before a quarter of the course was rowed, it became evident that the race lay between *Lancashire Lad* and *Engineer*, both of whose crews pulled splendidly together. *Hard Lines* fell gradually behind, while the two leading boats stuck closely together all the rest of the way, when within a short distance of the Flag-ship a spurt on the part of the *Engineer's* crew seemed to bid fair to take them in first, but the other crew quickly took up the challenge, and after a gallant struggle, *Lancashire Lad* regained its advantage and succeeded in winning by about a length and a half.—Time, 7½ minutes.

Lancashire Lad . . . 1
Engineer . . . 2
Hard Lines a bad third.

3RD RACE.—1 p.m.—'MEMBERS' CUP.'—Presented by Members of the Victoria Recreation Club. For Junior Four-Oars. Distance, One-mile-and-a-half. Entrance, $10.

Leek.

Station No. 1.—White with Blue Cross.

Bow, ...A. E. Hebditch, ... 8st. 12lbs.
No. 2, ...C. H. W. Kew, ... 8st. 8lbs.
No. 3, ...F. Robinson, ... 10st. 7lbs.
Stroke, H. Robinson, ... 11st. 7lbs.
Cox, ...W. Stopani, ... 5st. 13lbs.

Kornblume.

Station No. 2.—Black, Blue and White Hoops.

Bow, ...A. Duer, ... 10st. 4lbs.
No. 2, ...R. T. Wright, ... 12st. 0lbs.
No. 3, ...J. D. Saunders, ... 12st. 5lbs.
Stroke, F. H. Shepherd, ... 9st. 9lbs.
Cox., W. Wallace, ... 4st. 11lbs.

Thistle.

Station No 3.—Light-blue and White Stripes.

Bow, ...W. Braidwood, ... 9st. 9lbs.
No. 2, ...E. H. Melbye, ... 10st. 4lbs.
No. 3, ...A. C. More, ... 8st. 9lbs.
Stroke, J. M. Laing, ... 11st. 5lbs.
Cox., G. A. Caldwell, ... 8st. 7lbs.

For this race there was again practically no competition worthy of the name. The favourite *Kornblume* took the lead and maintained it throughout. *Leek* at first was left a little behind, but soon boat up and took the second place. *Thistle* made a little show for a time, but latterly fell far behind and was left out of the race. The stroke was not pulling in such fine form as could be desired. Do what they could *Leek* could not make up to *Kornblume*, but rather lost ground. The latter boat was going forward in fine style at the rate of fully 30 strokes a minutes. Towards the close of the race, a spurt was made by both boats without altering much the relative position, and the favourite, *Kornblume*, won by at least four lengths. Time, 11m. 10 seconds.

Kornblume . . . 1
Leek . . . 2
Thistle . . . 3

4TH RACE.—1.30 p.m.—'CHAIRMAN'S CUP.'—Presented by the Hon. A. P. MacEwen, Chairman of the Victoria Recreation Club. For Senior Four-Oars. Distance, One-mile-and-a-half. Entrance, $10.

Kornblume.

Station No. 1.—White, Black Sash.

Bow, ...J. Little, ... 11st. 0lbs.
No. 2, ...J. A. Fredericks, ... 11st. 10lbs.
No. 3, ...J. S. Legge, ... 11st. 2lbs.
Stroke, ...Major Ellis, ... 12st. 0lbs.
Cox, ...T. Wallace, ... 7st. 0lbs.

Thistle.

Station No. 2.—White, Dark-blue Border and Cross.

Bow, ...E. B. Shepherd, ... 10st. 11lbs.
No. 2, ...G. L. Duncan, ... 10st. 9lbs.
No. 3, ...H. E. Withers, Jr., ... 11st. 4lbs.
Stroke, ...J. H. S. Lockhart, ... 12st. 0lbs.
Cox, ...G. A. Caldwell ... ... 8st. 7lbs.

Leek.

Station No. 3.—Red & White Stripes.

Bow, ...E. Götz, ... 10st. 5lbs.
No. 2, ...F. Lammert, ... 10st. 9lbs.
No. 3, ...G. P. Lammert, ... 11st. 4lbs.
Stroke, ...G. A. Bramwell, ... 12st. 0lbs.
Cox, ...M. Frederick, ... 7st. 11lbs.

Shamrock.

Station No. 4.—Yellow and Black.

Bow, ...C. H. Thompson, ... 10st. 3lbs.
No. 2, ...E. Osborne, ... 9st. 10lbs.
No. 3, ...R. Thomson, ... 12st. 2lbs.
Stroke, ...H. N. Thompson, ... 13st. 12lbs.
Cox, ...G. C. Hayward, ... 6st. 12lbs.

Rose.

Station No. 5.—Light-blue and White.

Bow, ...E. W. Rutter, ... 10st. 11lbs.
No. 2, ...R. M. Jameson, ... 11st. 0lbs.
No. 3, ...H. C. Metcalfe, ... 14st. 7lbs.
Stroke, ...E. Friedrichs, ... 13 t. 2lbs.
Cox, ...W. Stopani, ... 5st. 13lbs.

Victoria.

Station No. 6.—Black & Red Stripes.

Bow, ...E. G. Nielsen, ... 10st. 8lbs.
No. 2, ...L. B. Connor, ... 10st. 7lbs.
No. 3, ...H. Skött, ... 11st. 7lbs.
Stroke, ...H. F. Hayllar, ... 11st. 2lbs.
Cox, ...F. W. White, ... 8st. 8lbs.

All six started. The *Victoria* (Hayllar's boat), which had the outside position, got away ahead well clear of the others, the *Leek* and the *Shamrock* following close behind at a trying pace. The three kept well in front for a short distance and then the *Thistle* (Stewart Lockhart stroke) seemed to awaken to the position and passed *Kornblume* (Major Ellis stroke). The *Shamrock*, which had been doing pretty well, had to give in before half of the course was rowed owing to the breaking of an oar, an unfortunate accident which robbed the race of some of its interest. The *Victoria* continued to lead, her crew rowing beautifully together, and there could be no doubt as to her keeping the lead all the way, especially as she had a slight advantage from the tide. Major Ellis' crew pulled well and steadily, but got into a bad position which hampered them a good deal, and the *Thistle*, whose crew were doing excellent work, got into a position which ensured her a second place, although the *Victoria* had too much of a lead to cause any doubt as to her winning the race. The contest at the end was that for the third place, between the *Rose* and the *Kornblume*, which ultimately resulted in the success of the latter. The *Victoria* came in about five lenghts ahead of the *Thistle*, having kept the lead all the way.—Time, eleven minutes.

Victoria . . . 1
Thistle . . . 2
Kornblume . . . 3

5TH RACE.—2 p.m.—FOR MEN-OF-WAR'S GIGS AND WHALERS.—Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time allowed for Oars,—3 seconds per Oar.

H.M.S. *Constance*,... ... ... *Pearl.*
H.M.S. *Constance*,... ... ... *Lily.*

Seven boats entered for this race, only two of which had entered before. At first, the Admiral's gig got the lead, but when half of the course had been covered, it began to lag and the *Constance's* eight oared-boat, *Lily*, which was pulling in fine style, forged ahead and won easily by about three lengths. The Commodore's gig was a good third.

Lily . . . 1

6TH RACE.—2.30 p.m.—'AMERICAN CUP.'—Presented by the American Community. For Senior Four-Oars. Distance, One Mile. Entrance, $10.

Thistle.

Station No. 1.—Red and White Stripes.

Bow, ...E. Osborne ... ... 9st. 10lbs.
No. 2, ...J. S. Legge ... ... 11st. 2lbs.
No. 3, ...G. P. Lammert, ... 11st. 4lbs.
Stroke, R. E. Withers, Jr., ... 11st. 4lbs.
Cox, ...W. Stopani, ... 5st. 13lbs.

Shamrock.

Station No. 2.—Yellow and Black.

Bow, ...E. Götz ... ... 10st. 5lbs.
No. 2, ...J. A. Fredericks ... 10st. 10lbs.
No. 3, ...L. B. Connor ... ... 10st. 11lbs.
Stroke, H. N. Thompson ... ... 13st. 12lbs.
Cox, ...M. Fredericks ... ... 7st. 11lbs.

Leek.

Stat on No. 3.—White.

Bow, ...A. Turner ... ... 9st. 0lbs.
No. 2, C. H. Thompson ... ... 10st. 3lbs.
No. 3, ...G. L. Duncan ... ... 10st. 8lbs.
Stroke, G. C. C. Master ... ... 11st. 0lbs.
Cox ...F. W. White ... ... 8st. 8lbs.

The three boats made a capital start, going off straight in line on the firing of the starter's gun. The *Leek* after the first few lengths, began to get ahead, and before a quarter of the course was covered had about a length and a half of a lead, the *Shamrock* being second. *Thistle*, which never seemed to get up good racing speed, fell gradually behind and gave in before the first buoy was reached. By this time the *Shamrock* had got pretty well abreast of her opponent and her quick pace began to look dangerous for the other boat. The *Leek's* crew pulled steadily and well but without accelerating the pace. It became a question whether by a final spurt she could not regain the lead, but the spurt did not come, and after a close struggle the *Shamrock* came in half a length ahead.

Time, eight minutes.

Shamrock . . . 1
Leek . . . 2

7TH RACE.—3 p.m.—'BELLILIOS CUP.'—Presented by E. R. Bellilios, Esq. For Junior Four-Oars. Distance, One Mile. Entrance, $10.

Leek.

Station No. 1.—Black, Blue and White Hoops.

Bow, ...A. Duer ... ... 10st. 4lbs.
No. 2, ...C. Gleig ... ... 10st. 10lbs.
No. 3, ...P. W. Lewis, ... 10st. 13lbs.
Stroke, F. H. Shepherd ... 9st. 9lbs.
Cox, ...G. A. Caldwell ... ... 8st. 7lbs.

Victoria.

Station No. 2.—White, Blue Facings and Blue Cross on left Breast.

Bow, ...F. W. White ... ... 8st. 8lbs.
No. 2, ...J. M. Laing ... ... 11st. 5lbs.
No. 3, ...J. D. Saunders ... ... 12st. 5lbs.
Stroke, G. H. W. Kew ... ... 8st. 8lbs.
Cox, ...M. Fredericks ... ... 7st. 11lbs.

Thistle.

Station No 3.—White with Blue Cross.

Bow, ...A. E. Hebditch, ... 8st. 12lbs.
No. 2, ...A. C. More ... ... 9st. 3lbs.
No. 3, ...R. H. Marwood ... 11st. 4lbs.
Stroke, H. Skött ... ... 11st. 7lbs.
Cox, ...G. C. Hayward ... ... 6st. 12lbs.

Kornblume.

Station No. 4.—White.

Bow, ...W. Braidwood, ... 9st. 9lbs.
No. 2, ...E. H. Melbye, ... 10st. 4lbs.
Stroke, C. H. Coates, ... 9st. 13lbs.
Cox, ...W. Stopani, ... 5st. 13lbs.

This was a capital race. At first *Kornblume*, Melbye stroke, took the lead and got about two lengths ahead. The other three were together and seemed to be making a good race for second place. *Thistle*, however, was soon burst up and fell far behind. *Leek*, Shepherd, stroke, was beating up well and the crew were pulling well together. They overtook Melbye's boat when about half the course was covered. As they made their way ahead Melbye's crew on the contrary began to show signs of exhaustion and lost ground rapidly. They were badly steered and they even ran a chance of losing the second place, for *Victoria*, Saunders stroke, made a capital spurt at the close and came within half a length of *Kornblume*. *Leek*, after getting the lead increased her distance ahead and won by about two lengths. Time, 7m. 55 sec.

Leek . . . 1
Kornblume . . . 2
Victoria . . . 3

8TH RACE.—3.30 p.m.—SOLDIERS' AND SAILORS' GIG RACE.—Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time allowed for Oars,—8 seconds per Oar.

Royal Artillery's ... ... *Eastern Pride.*
Royal Engineer's ... ... *Engineer.*
Royal Engineer's ... ... *Hard Lines.*
58th Regiment's ... ... *Steelback.*
Royal Artillery's ... ... *Lancashire Lad.*

Only five boats started, *Steelback* being scratched. *Lancashire Lad* took the lead from the start, *Engineer* taking second place and keeping very close. The other two boats were about abreast, but their speed gave them no chance, and they were practically out of the race before it was half over. For the first place a most exciting race took place. Within a short distance of the Flagship *Engineer* gained about half a length on *Lancashire Lad* and kept that advantage all the way. Unfortunately, a steam launch which had been following the boats got into such a position as would have made it impossible for the Judge to see either of the two boats opposite the flag, and the gun was fired when the boats were within a few lengths of the finish. At that time, some observers on board the Flagship declared, *Lancashire Lad* was gaining slowly, although there could be little doubt that it was a safe win for *Engineer*.

Engineer . . . 1
Lancashire Lad . . . 2

9TH RACE.—4 p.m.—'PARSEE CUP.'—Presented by the Parsee Community. For Pair-Oars. Distance, One Mile. Entrance, $5.

Maud.

Station No. 1.—Light-blue and White.

Bow, ...J. H. Stewart-Lockhart, 12st. 0lbs.
Stroke, E. Friedrichs, ... 13st. 2lbs.
Cox, ... W. Stopani, ... 5st. 13lbs.

Kathleen.

Station No. 2.—White, Blue Facings and Blue Cross on left Breast.

Bow, ...C. H. W. Kew, ... 8st. 8lbs.
Stroke, H. Broke, ... 10st. 5lbs.
Cox, ...T. Wallace, ... 7st. 0lbs.

Eileen.

Station No. 3.—Black, Blue and White Hoops.

Bow, ...A. C. More, ... 9st. 3lbs.
Stroke, F. H. Shepherd, ... 9st. 9lbs.
Cox, ... W. Wallace, ... 4st. 11lbs.

Lily.

Station No. 4.—Black and Red Stripes.

Bow, ...G. C. C. Master, ... 11st. 0lbs.
Stroke, H. F. Hayllar, ... 12st. 2lbs.
Cox, ...M. Fredericks, ... 7st. 11lbs.

Kathleen—Broke and Kew—did not come forward. A capital start was made with the other three. Hayllar and Master came to the front at first, but the other two were pulling well and beating up, and when about a quarter of the course had been covered—they seemed to be all in a line. Shepherd and More, however, had not staying power in them and they began to fall behind. Lockhart and Friedrichs did their best to keep level with *Lily*, but it was useless. Before half the course was gone over they had lost a length and a half, and they fell still further behind the leading boat as they proceeded. Shepherd and More had so got in the rear that they threw up the sponge, and what race there was lay between *Maud* and *Lily*. The former however, could not make up to the latter, and Hayllar and Master had an easy victory, being four or five lengths ahead. Time, 8½ minutes.

Lily . . . 1
Maud . . . 2

10TH RACE.—4.30 p.m.—FOR MEN-OF-WAR'S CUTTERS.—Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time for Oars,—8 seconds per Oar

Four boats started; two ten-oared, and two twelve-oared. The two ten-oared boats when the half of the course had been gone over got well away from the others and kept pretty close together all the rest of the journey, H.M.S. *Alacrity's* boat leading. Before three quarters of the race had been rowed the two heavier boats had practically dropped out of the race. The H.M.S. *Constance* cutter, which was the second boat, pressed her opponent very hard, but after a gallant finish the *Alacrity's* cutter came in a bare length ahead.

Alacrity's cutter . . . 1
Constance's cutter . . . 2

11TH RACE.—5 p.m.—'GARRISON CUP.'—Presented by the Officers of the Garrison. For Four-Oars. Distance, One Mile. Entrance, $10.

Shamrock.

Station No. 1.—Yellow and Black.

Bow, ...G. C. C. Master, ... 11st. 0lbs.
No. 2, ...J. H. Stewart-Lockhart, 12st. 0lbs.
No. 3, ...E. Friedrichs, ... 13st. 2lbs.
Stroke, H. N. Thompson, ... 13st. 12lbs.
Cox, ...A. Turner, ... 9st. 0lbs.

Kornblume.

Station No. 2.—White, Black Sash.

Bow, ...J. Little, ... 11st. 0lbs.
No. 2, ...G. A. Bramwell, ... 12st. 0lbs.
No. 3, ...H. C. Metcalfe, ... 14st. 7lbs.
Stroke, Major Ellis, ... 12st. 0lbs.
Cox, ...M. Frederick, ... 7st. 11lbs.

Thistle.

Station No. 3.—White.

Bow, ...E. B. Shepherd, ... 10st. 11lbs.
No. 2, ...F. G. Nielsen, ... 10st. 8lbs.
No. 3, ...H. Skött, ... 11st. 7lbs.
Stroke, A. Denison, ... 11st. 0lbs.
Cox, ...G. Caldwell, ... 8st. 7lbs.

Thistle.

Station No. 4.—Black & Red Stripes.

Bow, ...T. Lammert, ... 10st. 10lbs.
No. 2, ...L. B. Connor, ... 10st. 11lbs.
No. 3, ...R. E. Withers, Jr., ... 11st. 4lbs.
Stroke, H. F. Hayllar, ... 11st. 2lbs.
Cox, ...W. Stopani, ... 5st. 13lbs.

A fairly good start was made notwithstanding the darkness. *Thistle* shot ahead at the first and seemed likely for a time to leave the others far behind. *Leek* and *Kornblume* were in about a line about two lengths behind the leading boat. After a fourth of the distance had been covered, *Leek*, the crew of which were rowing splendidly together, made up on *Thistle* and soon took the lead. *Thistle* for a time was rather wildly steered and lost considerable ground, while *Leek* secured the best course and made way rapidly ahead. *Shamrock* made but a rather feeble show and was soon out of the race; *Kornblume* had been working up steadily and almost came alongside *Thistle*, and between these two a pretty close contest ensued for the second place. *Leek* maintained the first position and won easily by about two lengths, *Thistle* being second and *Kornblume* a good third.

SAILING RACE.—FOR MEN-OF-WAR'S BOATS, any rig. Entrance, $2. First Prize, $20; Second, $10.

There were seven entries for this race, viz.:—

H.M.S. *V. Emanuel's*....Commodore's Galley.
H.M.S. *Do* Gig.
H.M.S. *Cockchafer's* Cutter.
H.M.S. *Audacious'* Pinnace.
H.M.S. *Do* Launch.
H.M.S. *Leander's* Pinnace.
H.M. Naval Yard Gig.

The boats started at 1.25 p.m., wind light and variable, and sometimes calm. At 2 p.m. wind freshened slightly, and the *V. Emanuel's* Galley drew considerably ahead of the others the boats arrounding the 1st mark in following order:—

V. Emanuel's Galley, 2.52.
Leander's Pinnace, 2.57.
Audacious' Pinnace, 2.58.
Cockchafer's Cutter, 3.12.
Audacious' Launch, 3.13.
V. Emanuel's Gig, 3.19.
Naval Yard Gig, 3.22.

On passing the 1st Mark, the mosquito fleet stretched away to the westward, it being a dead beat to windward to the Second Mark. Several of the boats made short tacks, but the *V. Emanuel's* galley made a long stretch to the westward, covering even a greater distance than the long course for the yachts. The Second Mark was rounded in the following order:—

V. Emanuel's Galley, 3.56
Audacious' Pinnace, 4.02
Leander's Pinnace, 4.08

The rest of the boats being almost out of sight to leeward, time was not taken. On the homeward run to the winning mark, the wind was very light and variable, with occasional belts of calm. The *Victor Emanuel's* galley, which was the leading boat throughout, looked a certain winner up to within a few hundred yards of the winning mark. She then got into the variables, and it was seen that the dumb show of roving without oars was being carried on with great spirit. In the meantime the *Leander's* pinnace (which was admirably sailed throughout, and had got the weather gauge), came creeping up in a dangerous manner; and as she got in the doldrums, was observed to be rolling heavily in a most extraordinary manner. Then commenced the finish to a race the like of which has never been seen before and is not likely to be seen again. The Chinese crew of the Galley were 'Hoop hooping' as if their very lives depended on pushing ahead by inches. The Galley got her nose round the winning mark, but was swept back again by the remorseless tide. Just at this point, and as the Galley lost ground the *Leander's* Pinnace appeared, and shouts of 'Over, over' were heard as her crew rolled her ahead like a top-heavy giant. The excitement as the Pinnace yawled round the Winning Mark was intense, and was about the only interesting feature in the race. It was about 5.50 when the *V. Emanuel's* Galley drifted back from first place; and the disappointment was all the greater because nearly half of the boat's length passed the winning mark. The *Leander's* Pinnace yawled round at 5.52. The *Audacious'* Pinnace here gave up; and we think it would be only fair to award the 2nd Prize to the plucky crew of the Commodore's Galley.

YACHT RACE.—FOR YACHTS OVER 10 TONS, Entrance $5. Time for tonnage. Cup presented by the Hon. C. P. Chater.

Mr W. H. Forbes' Cutter, ... *Naomi*
Mr M. Beart's Cutter, ... *Kathleen.*
Mr Pott's & Mr von Buren's Cutter, *Ariel.*

The yachts started at about 1.27 p.m., with light baffling winds and calms. *Ariel* led, closely followed by *Kathleen*, *Naomi* some distance behind, as she could not gather headway so easily as her smaller rivals. This order was pretty well maintained throughout. They passed the 1st Mark as follows:—

Ariel, ... say 3.11.
Kathleen, ... 3.12.
Naomi, ... 3.16.

They then made one stretch on the port tack to the Second Mark, which they rounded in the following order:—

Ariel, ... 3.46.
Kathleen, ... 3.48.
Naomi, ... 3.50.

All possible sail was then made, but the wind failed after passing Stonecutter's Island, and as a result it began to look as if it might be anybody's race. The wind seemed to come in light airs from different directions, and it appeared as if the race could not possibly be finished before dark. As the boats neared the mark by the flagship, *Naomi* got the breeze, and passed the others, which were almost becalmed to leeward. There was a very pretty race between *Ariel* and *Kathleen* just before rounding the Stake Boat, *Kathleen* luffing up and passing to windward of *Ariel*. They passed the mark as follows:—

Naomi, ... 5.25.
Kathleen, ... 5.34.
Ariel, ... 5.32.

After rounding *Naomi* carried the breeze with her towards Dock Bay, leaving the others considerably behind. Soon after rounding the Stake Boat, *Ariel* again passed *Kathleen*, taking second place.

As darkness set in, we understand that the race has not been finished in accordance with the rule and will be sailed again to-morrow.

ACCIDENT TO MAJOR-GENERAL CAMERON AND THE SULTAN OF JOHORE.

The *Singapore Free Press* of 6th inst., says:—There has been a rumour in town to-day that a carriage accident had occurred over in Johore, and that H. H. the Sultan and Major General Cameron had been thrown out and injured.

At three o'clock no news in corroboration of this rumour had been received at the Colonial Secretary's office. Enquiry at Johore House was also made, but nothing whatever had then been heard of the rumour.

H. E. the Governor and Mr Trevenen, Private Secretary, had just previously called at Johore House but could get no news, as they did not then see the Sri Amar d'Raja.

The latter, however, was seen when our enquiries were subsequently made, and at first suggested a contradiction of the rumour as no information of anything of the sort having happened had reached Johore House.

However, a telephonic message was sent over to the Istana at Johore, asking if there was any ground for the rumour. A reply was at once received to the effect that H. H. the Sultan and Major-General Cameron had gone out together for a drive yesterday morning in one of the Sultan's carriages. The horses were rather spirited and shortly after leaving the Istana they got beyond control, bolted along the road, and the carriage was upset, fortunately, however, into a hedge by the roadside.

The occupants were thrown out and fell easily, no harm whatever being done. Another carriage was sent for, and, as slightly did the Sultan and General Cameron feel the effects of the accident that they continued their drive with no further mishap.

On the 7th inst. the same paper writes:—The Sultan's steam-yacht *Pantie* arrived from Johore this morning and is anchored in the Roads. Further enquiries were made as to the accident which befell the Sultan and General Cameron on Monday morning. Mr Kilgour, Chief Engineer of the *Pantie* said that the Sultan had been hurt but only very slightly, as it did not interfere with the arrangements which had been made to entertain his distinguished guest, and both on the day of the accident and yesterday, H. H. and General Cameron were out all day long. A sad accident occured on Sunday last on the landing of Major-General Cameron. It appears that one of the Malay gunners had both his hands blown off through the premature discharge of a gun, the charge going off whilst he was in the act of ramming it down.

Writing on the 8th inst. the *Singapore Free Press* says:—Yesterday H.H. the Sultan of Johore and H.E. Major-General Cameron visited the Johore Steam Saw Mills. The General expressed not a little surprise at seeing works of such magnitude in Johore. He made very pointed enquiries into the details of the business and seemed pleased with what he saw. Neither the Sultan or the General seemed any the worse for their carriage accident of Monday last. The General and his Secretary left Johore at noon for Singapore. On his arrival and departure salutes were fired.

THE LOSS OF THE 'WASP.'

The *Broad Arrow* writes:—In reference to our remarks on Oct. 22 on the loss of the *Wasp*, Captain Maclear writes that we have fallen into some error when we state that the 'vortex of the storm is invariably fatal when it passes over a ship,' inasmuch as there are many accounts of vessels which have passed through the centre of cyclones in those seas. Captain Maclear adds:—'As to the loss of the *Wasp*, the Admiralty Manual gives a table showing that in eighty-five years 214 typhoons occurred in the China Sea, the greatest number of which, fifty-eight, took place in September, and it is extremely probable that the *Wasp* encountered one. Warning of these storms is telegraphed from Manila to Hongkong about two or three days before they reach the China coast, but I am not aware if any caution is published at Singapore. The great danger in the centre of a typhoon is from the tumultuous sea coming from all directions, and if one of the huge breakers landed on a ship's deck she would be in great danger, probably become unmanageable if not battened down previously, and few ships like the *Wasp* would survive a second sea falling on her decks before the first was got rid of.' As to the number of officers on board, the *Wasp* had a lieutenant, two sub-lieutenants, and a gunner, whilst the earlier gunboats were solely navigated to China, with only a lieutenant, a second master, and a gunner; it is true they were smaller, but they had less steam power. I think it is very cruel to charge inefficiency on the young officers of the *Wasp* on such slight grounds as has been done.'

John Reoch, a native of Dundee, carpenter on board the *Wasp*, writing to his father short y before the gunboat sailed for Singapore, confirmed the statement of the commander that the vessel was undermanned, and said that the sailors were terribly hard worked in consequence of the shortness of hands. Reoch joined the *Wasp* last June, and has a wife and one child living in Harwich.

THE CHANGE OF GOVERNORS IN HONG KONG.

General Cameron may well look back with reasonable satisfaction over the term of his Administration in Hong Kong. His farewell speech to the Legislative Council, on Sept. 23 last, contains a record of many useful measures passed during the recent Session; and Sir George Des Voeux may congratulate himself on finding a tolerably clear field, and leisure to look carefully around before plunging into active work. The long-standing and much-vexed Opium grievance has been dealt with in a way that seems fairly to meet the necessities of the case, and it is satisfactory to have General Cameron's assurance that the tendency shown at the outset to place increased duties in other directions is in the way of subsidence. If opium smuggling has, by the admission of the Chinese officials themselves, been effectually stopped, the least they can now possibly do is to show a willingness to facilitate, instead of hampering, other branches of trade. It will take time before the full effect of the new arrangement can be ascertained; but the absence of serious complaint, lately, gives reason to hope that things are in a fair way to adjustment.—The ordinance for enabling the Government to deal with unlawful societies is one which we took occasion to support at the time it was brought forward, and which we are glad to find passed into law. The experience of the Straits Government at was, in this respect, a valuable precedent; but the Hong Kong authorities themselves were probably surprised to find, on inquiry, to what an extent the societies existed in the colony, and their baneful influence in the community.—A case which was proceeding when the mail left, before the full court, shows the necessity for the powers which were taken during the Session for protecting young Chinese girls. There can be no doubt, as we had occasion to remark when a similar question was under discussion recently in the Straits, that a traffic akin to slave-trade exists, which the two Governments can, by harmonious efforts and legislation, do much to suppress; and we take this opportunity of renewing our protest against the proposed abolition of a precaution—the Contagious Diseases Act—which is especially necessary under these conditions. That Act affords above and beyond the intrinsic new image of its operation, a useful means of supervising the inmates of brothels; and the fact noted by General Cameron, that there are now under the protection of the Registrar-General 205 girls who would have been brought up to a life of immorality but for his intervention, shows the necessity for retaining every means of information that can be devised.

Official measures, especially in Crown Colonies, do not always meet with approval; and the Public Health Ordinance, which has evoked so much discussion during the present session, points the exception in the present instance. Considerable modification have been introduced in deference to public opinion, since the Bill was first mooted: but the fact that it was passed into law even in its present shape, by a majority of one only, in opposition to the whole phalanx of unofficial members, shows that it is still considered harsh in its operation. Vested interests are notoriously susceptible; but we should be loth to believe an intelligent community such as that of Hong Kong would show such uncompromising hostility, without substantial reason. However, the operation of the Ordinance has been suspended pending reference to the Home Government; and we shall have occasion, doubtless, to examine it more in detail before their decision is announced.—Another important topic upon which we had occasion to remark, when the attention of the Colonial Government was called to it, some time ago, by a collective memorial from the legal members of the community, is the muddle that has arisen through the division and sub-division of land till it has become almost impossible, we are told, in many instances, to produce a marketable title. A Crown Lands Commission was appointed to investigate the matter; and General Cameron had the satisfaction of laying on the table, as a parting legacy, an elaborate report which has apparently been a considerable time in the hands of the Government, though withheld for some reason from public discussion. There is material here for his successor to examine at leisure; and it will be matter for congratulation if he succeeds, by the help of his legal advisers, in drafting an ordinance that will clear the tangle without alarming interests as sensitive as those which the Health Bill has galvanised into action.

The welfare of a State is not, however, altogether bound up in legislation; and General Cameron was able to draw a gratifying picture of the general aspect of colonial affairs. The financial position is satisfactory; the revenue having proved sufficiently elastic to justify the hope, which appeared somewhat sanguine at one time, that the additional demand for fortifications could be met without the Spirit duties which it had been proposed to enact. The fortifications themselves are making progress, and will be ready long, we fear, before the Home Government fulfils its share of the contract. We have not space to follow in further detail the exhaustive list of measures—legislative and otherwise—on which his Excellency took occasion to touch in reviewing the history of the Session; nor is it necessary to do so, in order to justify the congratulations we have expressed on the satisfactory record he has traced. A large increase in shipping ... a steadily increasing population, and extensive building and reclamation operations either in progress or being planned'—speak well for the general prosperity; and he must have felt no slight pleasure in being able to add that there is apparently every sign that this prosperity is of a substantial and lasting character, and that the colony has a great future before it. That is a condition of things upon which an outgoing Governor may well be content to look back with gratification, and on which his successor may enter with confidence.

NEWS BY THE ENGLISH MAIL.

The P. & O. steamer *Sutlej* arrived here this forenoon with the English mail of 11th November. We take the following extracts from the *London & China Express* of the 11th November.

The *Bramble* and *Lizard*, gunboats, sister ships to the *Wasp*, are under orders to have more scuppers cut in their deck waterways before going to sea. These two gunboats are commissioned for service abroad, one on the Australian station and the other on the West Coast of Africa.

The Chinese Government have, says the Berlin correspondent of the *Standard*, given an order for three thousand hundredweight of brown prismatic powder to Messrs Cramer and Buchholz, of Rübelend, in the Harta Mountains. The price of the powder is one hundred and eighteen thousand taels, about eighteen thousand pounds.

The *Wanderer*, composite sloop, which was commissioned at Sheerness on May 1, 1884, is to be recommissioned at Hongkong for another term of service on the China Station. The Admiralty have also issued instructions for the *Swift*, 5, twin-screw composite gun vessel, Commander Arthur C. Brumley, and the *Firebrand*, 4, screw composite gun vessel, Lieutenant Commander John Denison, to be recommissioned at Hongkong for another term of service on the China Station. The *Swift* left England in 1881, and this will make her third consecutive commission on the China Station. The *Firebrand* left Devonport in 1884. The following appointments have been made at the Admiralty:—Commanders Hon. R. Bingham to the *Swift*, George A. Giffard to the *Wanderer*. Lieut. John Denison to the *Firebrand*. Surgeons—Frederick Augustus Price to the *Swift*, Chaworth Louis Nolan to the *Firebrand*, John D wson to the *Wanderer*. Midshipmen Robert H. M. B. Atkinson, Henry L. Dicks, Francis J. Carwill, William H. Gordon, Robert E. C. Cayley, Charles T. Borrett, Herbert W. James, Llewellyn D. Crichton and Edward L. Boaty to the *Audacious*, additional.

FOOTBALL.—Hongkong and Shanghai Bank Football Club v. Chartered Bank of India, &c.—This match was played on the 5th inst., on the ground of the former, at Lyston, before a considerable number of spectators. The Hongkong captain being successful in the toss, set the side elected to face the hill for the first half, and Cook kicked off for the Chartered at 3.35; the forwards followed up quickly, but Waduman returned into touch. From the scrimmage following the throw out Merryweather secured the ball and passed to Cook, who made a smart attempt to break away, but the gallering was too good for him. The Chartered forwards had the best of the scrimmage which followed, but kicking too hard, the opposing backs got the ball, and as the result of one neat passing, Murray got the leather, and, after a brilliant run, secured the first try for the home team. The place by Purvis failed. The Chartered team played up better after this reverse, but they were never a match for the passing of the opposite backs; and Dow crossed the line, but was knocked into touch in goal. The game after the kick out became very fast, and the Hongkong men playing well together again worked the ball up to the line, when Brown got hold and grounded. The place was again a failure. Half time was reached with the score, Hongkong two ties, Chartered nil. Immediately after re-starting Purvis got away, and, rushing down the hill, scored near the touch line. The same player took the place, and registered a meritorious goal. Levick now put in a sprint, which was replied to by Dow, who passed to Murray, the home team captain scoring his second try; the place again did not come off. The Chartered men, led by Cook and Preston, now took advantage of some loose play by the Hongkong men, and for a moment looked dangerous; but the home forwards came again, and, by dint of good scrimmaging, recovered the lost ground, and the ball becoming loose Dow got hold and secured a try between the posts, Murray doing the needful, and a pleasant game ended in a victory for the Hongkong Bank by two goals and three tries to nil. For the winners all the backs played well, while Cook was the best man on his side; Merryweather was quick on the ball, and Preston's collaring was of great service. The teams were:—Hongkong Bank: Waduman, back; Murray, Purvis, and Dow, three-quarter back; Dickinson and Anderson, half back; Edwardson, Keith, Monro, Brown, Ritchie, Reid, Ross, Fenton, and May, forwards. Chartered Bank: Levick, back; Preston, Argier, and Cook, three-quarter back; Merryweather and Moodie, half back; Jones, Howell, Foster, Forbes, Ramsay, Macdonald, Stiven, and Smith, forwards. This is the fourteenth match played by the Hongkong Bank, and they have won twelve of them, two remaining drawn. It is worthy of note that only one goal has been scored against them, whilst they have gained no fewer than twenty goals and twenty-three tries, defeating among other clubs the Bank of England, Oriental Bank, and Chartered Bank of India.

AN IMPORTANT DISCOVERY is announced in the 'Paris Figaro,' of a valuable remedy for nervous debility, physical exh

Intimations.

VICTORIA REGATTA.

THIRTY-SECOND MEETING.

THURSDAY AND FRIDAY,
15th and 16th December, 1887.

Patron:—His Excellency Sir G. William Des Vœux, K.C.M.G.
Vice-Patrons:—His Excellency Admiral Sir R. Vesey Hamilton, K.C.B., R.N.; His Excellency Major-General Cameron, C.B.; Commodore Maxwell, R.N., A.D.C.
Stewards:—Colonel Anderson, Northamptonshire Regt.; Honourable J. Bell-Irving; W. H. Forbes, Esq.; D. Gillies, Esq.; H. Hoppius, Esq.; T. Jackson, Esq.; N. G. Mitchell-Innes, Esq.; Commander Smyth, R.N.; G. Stewart, Esq.; Colonel Storer, R.E.; Hon. H. G. Thomsett, R.N.; H. J. H. Tripp, Esq.; H. E. Wodehouse, Esq., C.M.G.; E. L. Woodin, Esq.
Committee:—Honourable A. P. MacEwen, (Chairman); A. Denison, Esq.; Major Ellis; M. Falconer, Esq.; F. Grimble, Esq.; F. Koch, Esq.; G. C. C. Master, Esq.; J. Sampson, Esq.; C. H. Thompson, Esq.; H. N. Thompson, Esq, A.M.D.
Hon. Secretary:—J. H. Stewart-Lockhart, Esq.
Hon. Treasurer:—R. T. Wright, Esq.
Judges of the Rowing Races:—Commander Ramsay, R.N., and A. K. Travers, Esq.
Umpires and Starters:—*Rowing:*—*Umpire*, —Honourable A. P. MacEwen; *Starter*, —J. Andrew, Esq.; *Referee*,—E. L. Woodin, Esq. *Yachts*,—G. C. Anderson, Esq. *Open Sailing Boats*,—E. Burnie, Esq.
Judge of the Sailing Races:—Commander Browne, R.N.
Time-keeper:—M. Falconer, Esq.
Clerk of the Course:—H. J. H. Tripp, Esq.

SECOND DAY.
Friday, 16th December, 1887.

1ST RACE.—12 p.m.—SENIOR SCULLS.—Cup presented by the Victoria Recreation Club. For Single Pair Sculling Boats. Entrance, $5. Distance, One Mile.

2ND RACE.—12.30 p.m.—'JUBILEE CUP.'—Presented by the Victoria Recreation Club. For Junior Four-Oars. Distance, One Mile. Entrance, $10.

3RD RACE.—1 p.m.—FOR GIGS pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. The Boats to be approved by the Committee. Winning Boat Race No. 2 First Day must change two of its Crew before it can be allowed to start. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5.

4TH RACE.—1.30 p.m.—INTERNATIONAL RACE. 'CHALLENGE CUP.'—For Four-Oars. Distance, One Mile. This Cup to be won two consecutive years before being finally held. Distance, One Mile. Entrance, $10.

5TH RACE.—2 p.m.—FOR MEN-OF-WAR'S CUTTERS.—Distance, One Mile. Entrance, $1. First Prize, $20; Second, $10. No time allowed for Oars. (Winner of 10th Race, 1st Day, to be excluded).

6TH RACE 2.30 p.m.—'NIL DESPERANDUM CUP.'—Presented by E. H. Melbye, Esq. Open to all Juniors and those of the Seniors who have never won a race in a Regatta. Distance, One Mile. Entrance, $10.

7TH RACE.—3 p.m.—'LADIES' PURSE.'—Presented by the Ladies of Hongkong. For Four-Oars. Distance, One Mile. Entrance, $10.

8TH RACE.—3.30 p.m.—TO BE ROWED IN GIGS, (Open to Naval and Military Officers of all Nationalities). Cup presented by Members of the Hongkong Club. Distance, One Mile. Time for Oars.

9TH RACE.—4 p.m.—'GERMAN CUP.'—Presented by the German Community. For Senior Four-Oars. Distance, One Mile. Entrance, $10.

10TH RACE.—4.30 p.m.—FOR MEN-OF-WAR'S GIGS AND WHALERS.—Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time for Oars,—3 seconds per Oar. (Winner of 5th Race, 1st Day to be excluded).

11TH RACE.—5 p.m.—'THE T. J. CUP.'—Presented by T. Jackson, Esq. For Double-sculls. Distance, One Mile. Entrance, $5.

SAILING RACE.—FOR ALL OPEN BOATS, (Chinese excluded.)

YACHT RACE.—FOR YACHTS OVER 10 TONS. Entrance, $5. Time for tonnage. Cup presented by the V. R. C. FOR YACHTS UNDER 10 TONS. Entrance, $5. Time for tonnage. Cup presented by the Hon. C. P. Chater.

N.B.—Entries for race 2 and 8 (First Day) and 3 (Second Day), close on Saturday, the 10th December at 6 p.m., and must be sent in in writing to the Hon Secretary, giving name of boat, colour, number of oars, &c. Post entries allowed for races 5 and 10 (First Day), and 5, 8 and 10, (Second Day). Entries for the Yacht Races must be sent to Mr. G. C. Anderson; Entries for the open Sailing Boats to Mr. E. Burnie, on or before Saturday, the 10th December.

J. H. STEWART LOCKHART,
Hon. Secretary,
VICTORIA RECREATION CLUB.
Hongkong, December 5, 1887. 2363

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

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INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First*, A. D. 1720.

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Hongkong, July 25, 1872. 496

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NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

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WOO LIN YUEN,
Secretary.
HEAD-OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, December 2, 1887. 2349

To Let.

TO BE LET.

WITH Possession on the 1st January, 1888. A HOUSE in RICHMOND TERRACE.

Apply to
MR. WILLMOTT,
Hongkong Dispensary.
Hongkong, November 3, 1887. 2159

TO BE LET.

With Immediate Possession.

SUITE of ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. MELCHERS & Co.

These Premises are well adapted for OFFICES or STORES.

BISNEE VILLA, POKFULUM.
A GODOWN, at BOWRINGTON.

Apply to
SHARP & Co.,
Estate Agents,
Marine House.
Hongkong, December 10, 1887. 2408

TO BE LET.

(With Immediate Possession.)

TWO DESIRABLE RESIDENCES situated in Caine Road, West end Terrace opposite to Rose Villas.

Apply to
No. 14, CAINE ROAD.
Hongkong, October 31, 1887. 2130

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'

GODOWN in ICE HOUSE LANE, from the 1st January; at present in the occupation of Messrs. BUTTERFIELD & SWIRE.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, December 3, 1887. 504

TO LET.

HOUSE No. 31, WELLINGTON STREET. Possession from 1st January, 1888. Gas and Water laid on.

Apply to
ROZARIO & Co.
Hongkong, December 12, 1887. 2420

Intimations.

NOTICE.

GEO. SMITH,
WINE MERCHANT,
SHANGHAI.
Agents:
NORTON & Co.,
MARINE HOUSE, QUEEN'S ROAD.
Hongkong, October 1, 1887. 1918

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY, in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at *very moderate prices.* 742

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.
PRICE, $30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, LIMITED:—

'I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works.

'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.'

Hongkong, May 23, 1887. 981

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

NOTICE.

THE Undersigned are SOLE AGENTS for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, AND THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., LD.
Hongkong, May 3, 1887. 864

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 26th day of December, 1887, at 4 p.m., the Company's Steamship *BAYERN*, Capt. R. SANDER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 24th December. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, November 28, 1887. 2320

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 27th December, at Noon, the Company's Steamship *MELBOURNE*, Commander LEQUERRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, December 14, 1887. 2435

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 29th December, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months ... } 350.00
To Liverpool $333.00
To London $338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, December 10, 1887. 2406

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE ROWE, Hawaiian brig, Captain J. Phillips.—Wieler & Co.

ARDGAY, British steamer, Capt. A. Cook.—Wing Lee.

LOCH LINNHE, British ship, Capt. John H. Vaughan.—Captain.

OCTA, British steamer, Captain M. Duff.—Adamson, Bell & Co.

PENGGSPOTS, American barque, Capt. C. G. Eaton.—Adamson, Bell & Co.

VELOCITY, British barque, Capt. R. Martin.—Pustau & Co.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GAELIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months ... } 350.00
To Liverpool 333.00
To London 338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, December 2, 1887. 2348

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *RAVENNA*, Captain A. B. DANIELL, with Her Majesty's Mails, will be despatched from this for LONDON, *via* BOMBAY and SUEZ CANAL, on TUESDAY, the 20th December, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, December 9, 1887. 2387

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *PARTHIA*, 3,167 Tons Register, ARNOLD, Commander, will be despatched for VANCOUVER, B.C., *viâ* KOBE and YOKOHAMA, on FRIDAY, the 23rd December, at 3 p.m.

To be followed by S.S. *ABYSSINIA*, on the 27th January, 1888, and S.S. *BATAVIA*, on the 23th February, 1888.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver Mex... ... ...$160.00
To Victoria and San Francisco 175.00
To all common points in Canada and the United States } 200.00
To Liverpool 300.00
To London 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Corsular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 22nd December.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, November 25, 1887. 2303

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, indicated at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, the rest in between are marked *c.*

Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers								
Amigo	3 c	Hundewadt	Ger. str.	720	Dec. 14	Wieler & Co.	Swatow	To-morrow
Amoy	3 c	Kohler	Brit. str.	815	Dec. 9	Siemssen & Co.	Shanghai	
Atholl	...	Coulter	Brit. str.	923	Oct. 21	Adamson, Bell & Co.	Laid up	For sale
Canton	...	Bremner	Brit. str.	1111	Dec. 1	Jardine, Matheson & Co.	.....	K'loon Dock
Carisbrooke	3 c	Cass	Brit. str.	973	Dec. 7	Butterfield & Swire	Saigon	To-morrow
China	3 c	Haye	Ger. str.	1091	Dec. 9	Ynon Fat Hong	Saigon	18th inst.
Chow-chow-foo	3 c	Wendt	Ger. str.	796	Dec. 14	Melchers & Co.	Haiphong	To-morrow
Clara	5 c	Christensen	Ger. str.	674	Dec. 14	Siemssen & Co.	.....	K'loon Dock
Crusader	...	Ogston	Brit. str.	648	Nov. 23	Jardine, Matheson & Co.	Saiphong	To-morrow
Danube	3 c	Honsworth	Brit. str.	561	Dec. 6	A. R. Marty	Shanghai	
Djemnah	5 c	Vaquier	Fren. str.	2645	Dec. 10	Messageries Maritimes	Amoy and Tamsui	To-morrow
Fokien	5 h	Roach	Brit. str.	509	Dec. 14	Douglas Steamship Co.	Haiphong	To-morrow
Freje	3 c	Lund	Dan. str.	419	Dec. 11	Arnhold, Karberg & Co.	San Francisco	Cos'tan Dock
Gaelic	...	Pearne	Brit. str.	4204	Dec. 6	O. & O. S. S. Co.	.....	For sale
Haitan	5 h	Ashton	Brit. str.	1282	Dec. 15	Douglas Steamship Co.	.....	To-day
Ilisaus	5 k	Roura	Fren. str.	779	Sept. 19	Sun Hin Chan	Shanghai	19th inst.
Kwang Lee	3 h	Wells	Chi. str.	1508	Dec. 14	C. M. S. N. Co.	Shanghai	To-morrow
Kwong Sang	3 h	Sellar	Brit. str.	1000	Dec. 14	Jardine, Matheson & Co.	Bangkok	To-morrow
Mongkut	3 h	Anderson	Brit. str.	859	Dec. 10	Yuen Fat Hong	Bangkok	To-morrow
Octa	5 c	Duff	Brit. str.	1104	Dec. 9	Adamson, Bell & Co.	.....	
Parthia	5 c	Arnold	Brit. str.	2 35	Dec. 11	Adamson, Bell & Co.	.....	
Pilot Fish	6 h	Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.	.....	
Protos	3 c	Sörensen	Ger. str.	1150	Nov. 16	Siemssen & Co.	Bangkok	
Sartho	3 h	Porteau	Fch. str.	470	Dec. 12	A. R. Marty	.....	For sale
Sea Gull	8 h	C. Lesbirel	Amer. str.	48	.....	China Traders Insurance Co.	.....	
Soochow	5 c	Harris	Brit. str.	1000	Dec. 13	Butterfield & Swire	.....	
Sutlej	2 h	Worcester	Brit. str.	2143	Dec. 15	P. & O. S. N. Co.	Shanghai	To-morrow
Taichiow	3 h	Newton	Brit. str.	862	Dec. 14	Yuen Fat Hong	.....	
Taiyuan	8 h	Dodd	Brit. str.	2340	Dec. 10	Butterfield & Swire	.....	
Tamsui	3 c	Hughes	Brit. str.	919	Dec. 13	Butterfield & Swire	.....	
Venetia	5 c	Colo	Brit. str.	16.9	Dec. 14	P. & O. S. N. Co.	.....	
Sailing Vessels								
Airlie Fremantle	3 c	Knight	Brit. bqtin.	236	Dec. 13	Jardine, Matheson & Co.	.....	
Alden Besse	3 c	O'Brien	Amer. bqe.	812	Dec. 4	Melchers & Co.	San Francisco	
Allie Rowe	6 k	Philips	Haw. bg.	.....	June 9	Wieler & Co.	Laid up	
Asia	3 c	Anderson	Brit. sh.	1380	Oct. 22	Arnhold, Karberg & Co.	New York	
Bandaneira	5 k	Ahrens	Brit. sh.	1862	Dec. 9	Russell & Co.	San Francisco	
Blackadder	3 h	Hore	Brit. sh.	917	Oct. 13	Arnhold, Karberg & Co.	Havre and London	
Clan Grant	3 c	Moody	Brit. bqe.	1005	Dec. 13	Order	.....	
Doretta	3 c	Jorgenson	Siam. bg.	300	Sept. 14	Chinese	.....	
Drot	8 c	Sorensen	Norw. bqe.	1164	Nov. 29	Pustau & Co.	Hamburg	
Earn	3 c	Anderson	Brit. bqe.	305	Dec. 12	Wieler & Co.	.....	
Enrique	3 k	Fernandez	Span. bg.	256	Nov. 22	Order	.....	
John M. Blaikie	4 c	Faulkner	Brit. sh.	1778	Oct. 11	Carlowitz & Co.	New York	
Kitty	...	Laird	Brit. bqe.	803	Aug. 20	Order	.....	For sale
Leander	3 c	Hamilton	Brit. sh.	848	Nov. 16	Captain	.....	
Loch Linnhe	5 c	Vaughan	Brit. sh.	1382	Dec. 11	Order	.....	
Loong Wha	3 k	Lord	Brit. bqe.	373	Nov. 26	Eduard Schellhass & Co.	.....	
Nardoo	7 k	Campbell	Brit. bqe.	379	Oct. 31	Order	Laid up	
Norway	3 c	Albutter	Norw. bqe.	667	Dec. 15	Chinese	.....	
Penobscots	3 k	Eaton	Amer. bqe.	1066	Dec. 14	Adamson, Bell & Co.	.....	
Rembrandt	9 c	Paine	Amer. sh.	1343	Nov. 10	Russell & Co.	New York	
Sea Swallow	3 k	Maher	Brit. bg.	332	Dec. 4	Order	.....	
Teresa	5 c	Venero	Span. bqe.	567	Oct. 19	Chinese	Laid up	
Velocity	3 c	Martin	Brit. bqe.	491	Oct. 14	Gonsalves & Co.	Honolulu	

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Alacrity	despatch-vessel	1400	—	—	Captain R. Blair Maconochie	Hongkong
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Hongkong
Cockchafer	gunboat	465	4	470	Lieut.-Com. H. H. Boteler	On a cruise
Constance	corvette	2380	14	2590	Capt. L. C. Keppel	Hongkong
Cordelia	corvette	2420	—	—	Captain Henry H. Boys	Hongkong
Daring	sloop	940	4	920	Captain A. H. Boldero	Homeward
Esk	gunboat	360	3	340	.....	In reserve
Espoir	gunboat	465	4	470	Lieut.-Com. H. R. Adams	Shanghai
Firebrand	gunboat	455	4	460	Lieut.-Com. Denison	Hongkong
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Hongkong
Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Hongkong
Linnet	gun-vessel	756	5	1050	Commander W. Marrack	Nagasaki
Merlin	gunboat	430	4	430	Lieut.-Com. W. M. Maturin	Tientsin
Midge	hospital-ship	803	—	—	.....	Hongkong
Mutine	sloop	1200	—	—	Captain J. H. Martin	Shanghai
Orion	2 screw iron armor plated	4870	4	4040	Captain T. H. Royse	Singapore
Rambler	sloop	830	3	690	Commander W. U. Moore	On a cruise
Rattler	gunboat	670	6	1400	Lieut.-Com. W. Maitl. Dougall	Hongkong
Sapphire	corvette	1420	8	1400	Captain Arthur L. Alington	Nagasaki
Satellite	cruiser	150	—	—	.....	Hongkong
Solent	torpedo mining launch	756	5	1010	Commander A. C. B. Brenton	Shanghai
Swift	gun-vessel	360	3	340	.....	In reserve
Tweed	gunboat	5157	11	—	Commodore Maxwell, A.D.C.	Hongkong
Victor Emanuel	receiving ship	925	4	750	Captain Geo. Gifford	Hongkong
Wanderer	sloop	2750	4	1450	.....	Hongkong
Wivern	turret-ship					

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Stations.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Rupé	Hongkong
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Foochow
Bitholomeu Dias	Portuguese corvette	—	—	400	Capt. da Costa Cabral	Macao
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Kobe
Comete	French gunboat	475	4	450	Lieut.-Commander Martel	Haiphong
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Yokohama
Essex	U. S. corvette	1375	6	900	Commander Jewell	Yokohama
Iltis	German gunboat	489	—	—	Captain Eickstedt	Hongkong
Jaguar	French gunboat	445	2	270	Lieut.-Commander Fouet	Haiphong
Lutin	French gunboat	485	4	425	Captain Nény	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chefmulpo
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Mordji	Russian gunboat	465	7	60	Commander Moltzoff	Corea
Nautilus	German gun-vessel	755	4	600	Captain von Hoven	Zanzibar
Nayezdnik	Russian cruiser	1330	0	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Corea
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Yokohama
Parseval	French gunboat	—	—	—	Captain M. Forot	On a cruise
Plyvier	French gunboat	540	—	420	Lieut.-Commander Poidloue	Haiphong
Primauguet	French cruiser	2200	15	2270	Captain Buge	Wuhu
Rapido	Italian cruiser	1458	5	—	Captain F. Cravosia	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Rynda	Russian cruiser	3060	—	—	Captain Th. Avellan	Manila
Sivotch	Russian cruiser	900	1	1000	Commander Suotrieff	Corea
Sobol	Russian gunboat	550	7	00	Commander Boyle	Japan
Tamega	Portuguese gunboat	410	5	500	Commander P. I. Gouveia	Macao
Tejo	Portuguese gunboat	—	3	100	Lieut.-Com. C. R. Caminha	Hongkong
Turenne	French frigate	5880	12	4260	Captain Juge	Nagasaki
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Vipere	French gunboat	130	4	425	Capt. de Maroller	Yokohama
Vitiaz	Russian corvette	3950	12	—	Captain Makaroff	Kobe
Vostock	Russian gunboat	—	4	—	Commander Matkouski	Vladivostok
Wolf	German gunboat	384	6	340	Captain Jungclius	Yokohama
Zaire	Portuguese gunboat	—	4	100	Lieut.-Com. C. M. P. Vianna	Macao

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